f
HT171
.R5
R51
1966
IGSL

MY

FAIRMEDE-HILLTOP
NORTH RICHMOND
NORTH & EAST
BELDING WOODS
CORONADO
PULLMAN
PARCHESTER
BOORMAN
SANTA FE
RICHMOND ANNEX
POINT RICHMOND
IRON TRIANGLE
DE ANZA

RICHMOND COMMUNITY RENEWAL PROGRAM

RICHMOND CALIFORNIA

CRP

MARCH 66

FINAL REPORT

RICHMOND COMMUNITY RENEWAL PROGRAM

FINAL REPORT - 1965-1975

Project Number Calif. R-74 (CR)

INSTITUTE OF GOVERNMENTAL STUDIES LIBRARY
109 PHILOSOPHY HALL
UNIVERSITY OF CALIFORNIA
BERKELEY, CA 94720

Approved on January 3, 1966, by Resolution No. 8791 of the City Council of the City of Richmond.

David M. Pierce, Mayor

Councilmen:

Bernie Evans	Milton Spinner
S. T. Grydyk	Gay G. Vargas
George Livingston	W. E. Weyman
J. J. Sheridan	J. F. Wiley

Approved on December 16, 1965, by Resolution of the Richmond City Planning Commission.

Frank Calton, Chairman

Members:

Roy Glibas	John B. Odisio
Myron M. Jacobs	Paul R. Phillips
Emmett E. Jones	Mrs. Barbara Vincent
Ralph Jones	Eddie M. Wright, Jr.

The preparation of this Community Renewal Program was financed in part through a grant from the Urban Renewal Administration of the United States Department of Housing & Urban Development.

Prepared by the Richmond City Planning Department
E. W. Henderson, Director

TABLE OF CONTENTS

RICHMOND COMMUNITY RENEWAL PROGRAM: FINAL REPORT

Section		Page
100	Introduction	1
110	Historical Background of Renewal in Richmond	1
120	Purpose of the Richmond CRP	2
130	Goal of the Richmond CRP	2
200	GENERAL CONCLUSIONS & SUMMARY OF RECOMMENDATIONS	4
210	GENERAL CONCLUSIONS	4
220	SUMMARY OF MAJOR SPECIFIC RECOMMENDATIONS, WITH PRIORITIES	5
230	CONTINUATION & REVISION OF THE CRP	13
300	Summary of Study Procedures	14
310	General Approach	14
320	Procedures	14
400	Background Material on the City of Richmond	18
410	Total Population & Population Projections	18
420	Population Characteristics	19
430	Housing Characteristics	22
440	Environmental Conditions	27
450	Economic Base of the Richmond Area	28
460	Market Potential for Proposed Redevelopment Projects	35
500	Detailed Analysis - By Sub-Areas of Richmond	37
	Area I - Pullman-Granada	27
	Area II - Richmond Annex	38
	Area III - Santa Fe	42
	Area IV - Coronado	47
	Area V - Boorman	52
	Area VI - Iron Triangle	56
	Area VII - North Richmond	59
	Area VIII - Parchester	68
	Area IX - North and East	
	Area X - Belding-Wood	79
	Area XI - Fairmede	85
	Area XII - DeAnza	87
	Area XIII - Point Richmond	89
	Area XIV - Non-Residential Areas	94

TABLE OF CONTENTS - CONTINUED

Section		Page
600	Financing the CRP Recommendations	98
610	The General Financial Situation	98
620	Capital Improvement Programming	98
630	Financing of Redevelopment Projects	99
700	Relocation Impact - 1966-1975	105
710	Activities Requiring Relocation	105
720	Projected Residential Relocation Needs & Resources	105
730	Projected Non-Residential Relocation Needs & Resources	116
800	Administration of Community Renewal Program	119
810	Procedure for Carrying Out Renewal Projects	119
820	Procedures for Carrying Out Non-Project Recommendations	119
830	Establishment of Data Bank	121
840	Program Continuation & Updating	129
Appendices		
A	Richmond Industrial Land Use Survey	131
B	Final Block Penalty Score Indices	135
C	Alexandria (Virginia) Data Bank Items	137
Acknowledgements		142

SECTION
100

Introduction

COMMUNITY RENEWAL PROGRAM - FINAL REPORT

SECTION 100 - INTRODUCTION

110. Historical Background of Renewal in Richmond

Prior to World War II Richmond was a "young" community; one with little need to consider the question of renewing itself. During the war years the City went through a period of almost unbelievable population growth, from 23,000 to over 100,000 in less than four years. The story of those hectic years is well documented elsewhere and need not be repeated here. However, it should be noted that this period of explosive growth under emergency conditions still affects Richmond's urban renewal picture today in at least five significant ways.

1) The temporary housing constructed in the 1940's was cleared during the 1950's and the Richmond Redevelopment Agency was created to undertake the rebuilding of vast cleared areas. This necessary job has diverted renewal efforts and money from other areas of the city in need of them.

2) The unattractive development and community disorganization of the war and post-war years has left Richmond with a negative image as a place to live. Although to a great extent this image is no longer appropriate, it does exist and it does seriously affect the investment climate for development in the city.

3) Although large amounts of temporary housing were built, this did not prevent the intensive use, and mis-use, of the already existing stock of housing. Many problems in the city's older housing areas can be traced to the pressures of the war and post-war years.

4) Local and national shortages of materials, created by the emergency conditions, tended to cause standards of construction and maintenance to be lowered, resulting in problems of deterioration today.

5) The rapid population growth far exceeded the ability of the community to provide or improve needed public facilities, such as adequate streets, sewers, parks, schools, etc. Even with large amounts of Federal and State assistance the community's financial resources have been strained in catching up with these needs.

Richmond has certainly not been unaware of these renewal needs of the post-war period. In fact, as noted above, it was in order to reweave the holes left in the fabric of the city by the removal of temporary housing that the city created a Redevelopment Agency in 1950. But it was not until the long and difficult process of redeveloping former housing project areas was well advanced (although not completed) that the Redevelopment Agency was able to shift its attention to other areas of the city. As a result the Hensley Industrial Park Project and Downtown Richmond Project were undertaken.

Although these two areas are particularly critical, they are not the only areas of the city in need of renewal. In fact, in about 1960 it became apparent that Richmond needed to step back and take an overall look at the city's renewal problems. A program was needed which would provide a continuing, coordinated approach to renewal -- one that would make it possible for the community to bring all of its problems into focus and

to consider them with as much intelligence and foresight as possible. The need for such an approach is not confined to Richmond -- it exists in every American city which has renewal problems. In recognition of this need, Congress has authorized Federal support for "Community Renewal Programs" in the Housing Act of 1959. In 1963, Richmond, taking advantage of this support, began its Community Renewal Program.

120. Purpose of the Richmond Renewal Program

Richmond's CRP is essentially a planning tool to help coordinate and schedule all renewal activity on a city-wide basis, for the coming five to ten years.

The need for coordination and scheduling is apparent from the definition of the term "renewal activity." "Renewal Activity" includes the full range of public and private actions necessary to maintain and improve an area within the community. These may vary from complete redevelopment of a blighted area to a rehabilitation or housing code enforcement program improvement of public facilities, zoning modifications, development of a neighborhood organization, elimination of traffic problems, purely aesthetic improvements, and so forth. The CRP must be city-wide in coverage in order to insure a balanced view of the renewal needs and to insure proper consideration of priorities. The five to ten-year range is intended to meet the need for a middle ground between year to year scheduling and the long-range approach of the General Plan. In addition, this time span matches generally the projections of the city's six-year Capital Improvement Program for major public expenditures. A Community Renewal Program even if fully carried out, cannot be expected to remove permanently all of the city's blight. The passage of time and the very rapidly changing conditions of our society make renewal a never ending process. Therefore, it is extremely important that the city keep its CRP up to date. Like the Capital Improvement Program and General Plan, it should be annually reviewed and revised.

Briefly, it is the purpose of the CRP to provide Richmond with: (1) An accurate picture of its present renewal needs; (2) a scheduled set of actions for meeting these needs; and (3) a method for constantly keeping this picture of needs and schedule of actions up to date.

130. Goal of the Community Renewal Program

The accomplishment of the purpose outlined above through the adoption of the Community Renewal Program, is, of course, only the first step. Only if the recommended actions in the CRP are actually undertaken can they lead to the ultimate goal of the CRP. That goal is to develop Richmond into as balanced, healthy and interesting a community as possible.

To reach this goal will require renewal action at three related levels. First, it means renewing Richmond in the sense of eliminating physical blight in the form of rundown structures, outworn street and land subdivision patterns, economically outmoded areas, etc.

Second, it means making the effort to protect or conserve the community's existing investment in housing, industry, commercial buildings, public facilities, institutions, etc. No person can alone take all the actions necessary to protect the value of his property, since failure by others can mean his efforts have been in vain. Thus, perforce, renewal in the sense of conservation must be a coordinated effort of all concerned.

Thirdly, renewal means providing within the community those features necessary to make it attractive to future development. Thus, for example, downtown redevelopment must do more than merely eliminate the worst elements and conserve those worth retaining. At the same time it must create a new type of center, one that will allow Richmond to move forward in ways otherwise not possible.

If Richmond expects to substantially change the present image of itself which exists in the San Francisco Bay Area it must achieve this goal of becoming a balanced, healthy and interesting community. No community in the Bay Area has more to benefit than Richmond from carrying out a broad and aggressive renewal program.

SECTION
200

General Conclusions
and
Summary of Recommendations

SECTION 200 - GENERAL CONCLUSIONS AND SUMMARY OF RECOMMENDATIONS

210. General Conclusions

Certain general conclusions can be drawn from the CRP study about the overall framework for future action in Richmond. These general conclusions are enumerated below:

1) Richmond's renewal problems are comprehensible; that is, they are not so vast or complex, as in many larger cities, as to make it virtually impossible to know where to begin meeting them. This is not to say that Richmond's problems can be solved quickly or with easy remedies, but they are by no means beyond the grasp of knowledgeable and concerned citizens and public officials. Furthermore, large segments of Richmond, by virtue of being open land, recent subdivisions, or extensive industrial areas, have little or no need for renewal action.

2) Richmond's renewal problems apparently can be met by more or less conventional solutions, if these solutions are imaginatively and skillfully applied.

3) A combination of several factors makes this a particularly desirable time to initiate a renewal action program. These factors are:

a) The war-time and post-war social and economic dislocations have been substantially reduced.

b) The necessity of correcting the image of Richmond as an undesirable place to live is becoming increasingly pressing as the past image becomes less and less accurate.

c) Richmond's rate of growth has become relatively steady and rapid and the prognosis is that this pattern will continue for the next five to ten years.

d) The Planning Commission has just completed special studies of the Iron Triangle and Rapid Transit Corridor areas, both of which are key parts of the overall renewal picture.

e) There are now sufficient legal, financial and administrative tools available, as a result of recent state and federal legislation, to fashion a truly comprehensive renewal program.

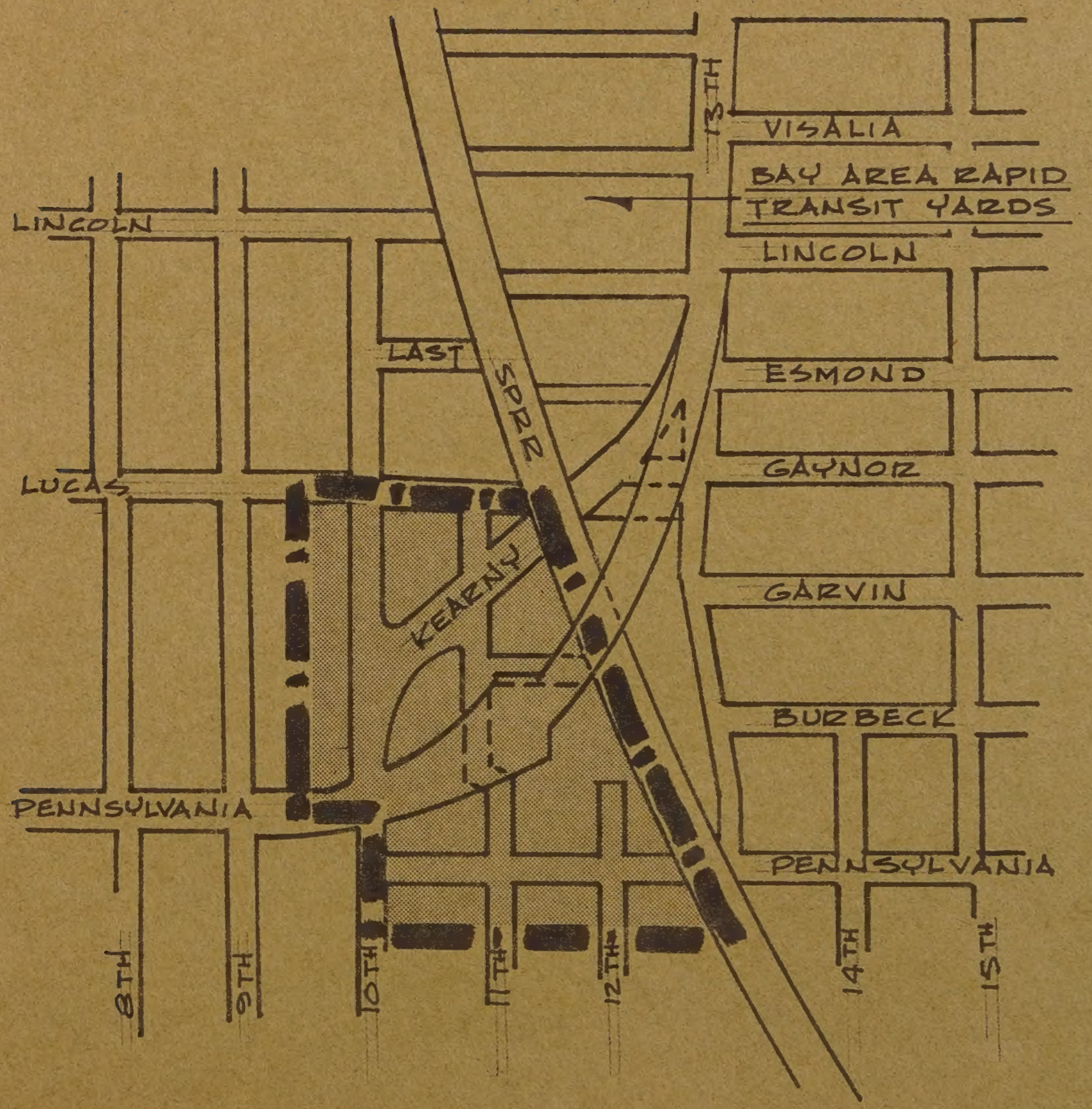
In line with these general conclusions the Community Renewal Program's specific recommendations for action call primarily for recognized urban renewal methods. They call for actions which the city can undertake relatively quickly and without any immediate alteration in the City's administrative structure. Section 220 below contains a brief summary of the major specific recommendations for renewal action proposed by the Community Renewal Program.

220. Summary of Major Specific Recommendations, with Priorities

The following paragraphs list actions recommended by the CRP, broken down by category, i.e., redevelopment projects, public improvements, etc., and by priority, with items listed first being highest in priority. This section is a summary only; background information plus more detailed discussion of specific renewal problems and actions is presented in other sections of this report.

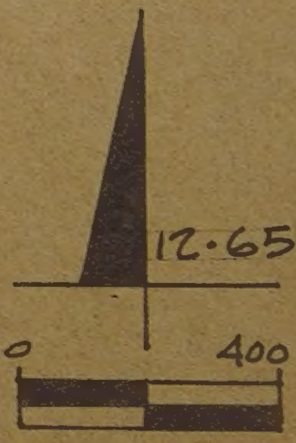
221. Redevelopment Projects

a) "Lucas Park Project" (Figure 2-C). This project is made feasible as a result of the proposed construction by BARTD of an overpass connection between 10th and


13TH
VISALIA
BAY AREA RAPID TRANSIT YARDS
LINCOLN
LINCOLN
LAST
SPRR
ESMOND
GAYNOR
LUCAS
KEARNY
GARVIN
BURBECK
PENNSYLVANIA
PENNSYLVANIA
8TH
9TH
10TH
11TH
12TH
14TH
15TH

PROPOSED REDEVELOPMENT PROJECT

note: project boundaries tentative - subject to change during detailed planning stage



12·65

CRP

LUCAS PARK

13th Streets and the opportunity to vacate the Kearney Avenue will be replaced by the overpass. In order to coordinate with this construction, which must be completed by 1968, it is recommended that this project be initiated immediately.

The 10.2-acre project will provide approximately 75 units in residential development (preferably low or moderate income) which can be used as a resource to meet relocation needs from the downtown redevelopment project. In addition, it will provide an adequate site for development of park and playground facilities and a baseball diamond. At the same time the project will eliminate present blighted conditions in the area and will provide an effective means for putting to productive use the large amounts of street right-of-way which will no longer be needed.

Table 2-A below gives a breakdown of estimated project cost as of October, 1965. Detailed project planning will include preparation of more refined cost estimates.

TABLE 2-A
"LUCAS PARK" PROJECT

1) Estimated Gross Project Cost	$ 902,000
2) Estimated proceeds from Sale of Land .. (@ $1.60/sq. ft. for approx. 226,000 sq. ft. of residential land)	362,000
3) Estimated Net Project Cost (Line 1 minus Line 2)	540,000
4) Local Community Share (1/3 of Line 3)..	180,000
5) Federal Government Share (2/3 of Line 3)	360,000
6) Relocation Payments (100% Federal).....	6,300
7) Total Federal Grant (Line 5 plus Line 6)	366,300

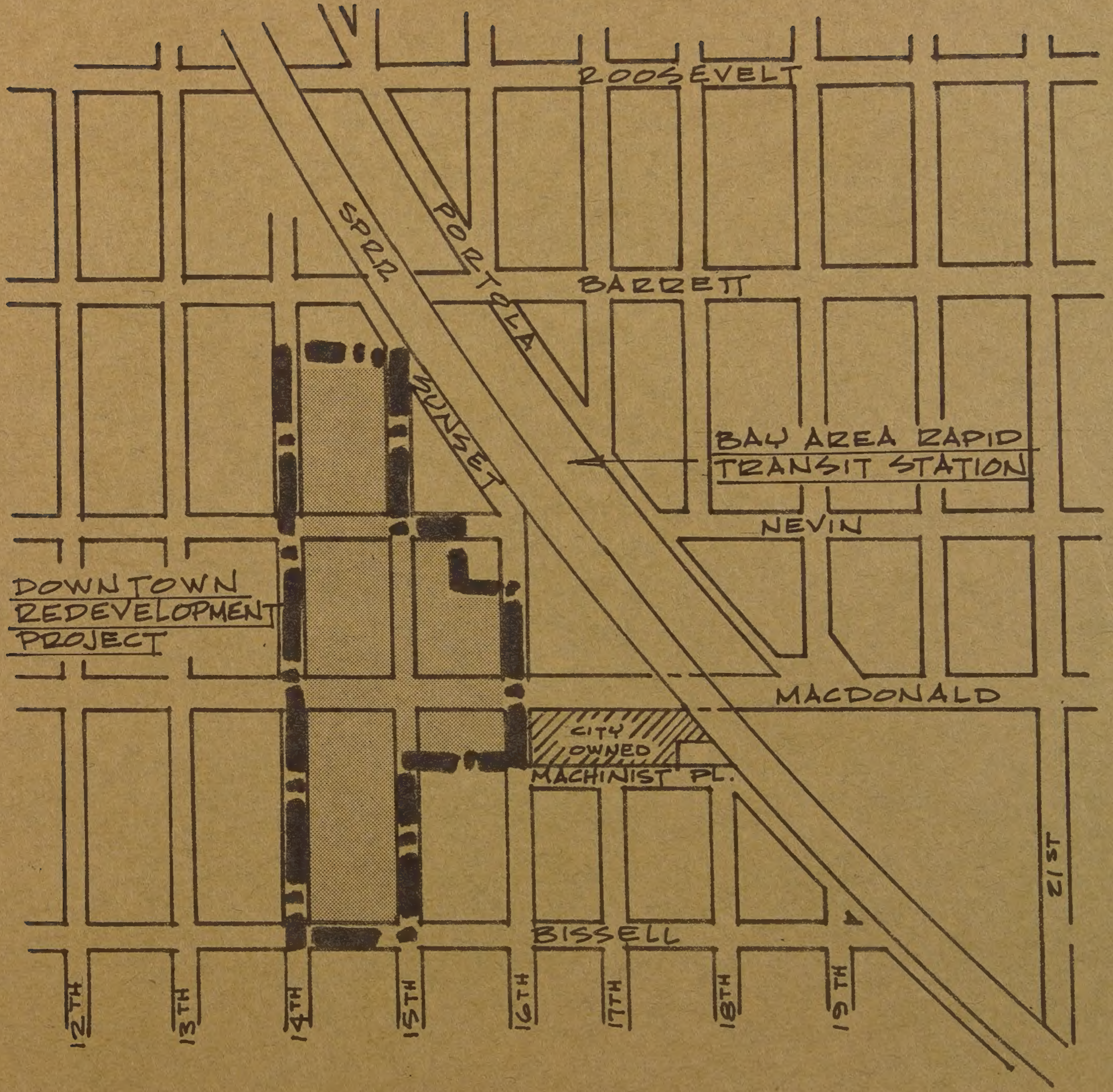
b) "Portal Project (Figure 2-D). This 12.6-acre project is also closely related to BARTD plans and also recommended for immediate undertaking. It covers the small but extremely important area linking the Rapid Transit Station site and the Downtown Redevelopment Project. The Rapid Transit Corridor Study has developed general guide lines for this area and it is now important that detailed planning for this area be undertaken as soon as possible. The project will provide space for commercial and possibly new residential development as well as the improvement of existing facilities which can be incorporated into the future development. Other uses, such as special institutions, churches, offices, landscaped open space, parking, etc., may be found suitable, depending on future planning studies. Although for reasons of timing the city may not wish to include within the Portal Project the city-owned property east of 16th Street, between Macdonald Avenue and Machinist Place, this parcel should be given special consideration. A set of specific development restrictions, very similar to those included in an urban renewal plan, should be prepared and attached to the property prior to disposition of it by the city. Obviously, these controls should be closely tied to those of the Portal Redevelopment Project.

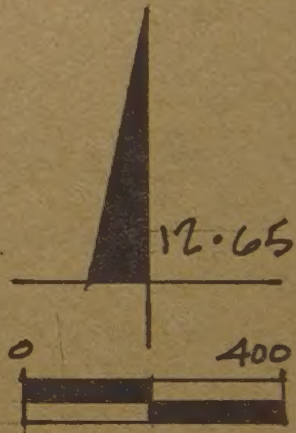
The coordinated development of these two areas will make Nevin and Macdonald Avenues into two attractive new approaches to the rebuilt downtown Richmond in place of the present dreary and blighted street frontages.

Table 2-B gives a breakdown of estimated project cost, as of October, 1965. Detailed project planning will include preparation of more refined cost estimates.

PROPOSED REDEVELOPMENT PROJECT ____

note: project boundaries tentative - subject to change during detailed planning stage


ROOSEVELT
SPRR
PORTOLA
BARRETT
SUNSET
BAY AREA RAPID TRANSIT STATION
NEVIN
DOWNTOWN REDEVELOPMENT PROJECT
MACDONALD
CITY OWNED
MACHINIST PL.
BISSELL
21 ST
12TH
13TH
14TH
15TH
16TH
17TH
18TH
19TH



CRP

PORTAL

TABLE 2-B
"PORTAL" PROJECT

1)	Estimated Gross Project Cost	$3,383,000
2)	Estimated Proceeds from Sale of Land .... (@ $2.50/sq. ft. for 100,000 sq. ft. of res. land and @ $5.00/sq. ft. for 154,800 of comm. land)	1,024,000
3)	Estimated Net Project Cost (Line 1 minus Line 2)	2,359,000
4)	Local Community Share (1/3 of Line 3)...........	786,000
5)	Federal Government Share (2/3 of Line 3)........	1,573,000
6)	Relocation Payments (100% Federal)..............	37,800
7)	Total Federal Grant (Line 5 plus Line 6)........	1,610,800

c) Hoffman-I Industrial Park Project" (Figure 2-E). The preliminary report of the CRP, published in June, 1965, proposed two industrial-commercial redevelopment projects lying north and south of the proposed Hoffman Freeway and proposed for development in conjunction with the freeway, i.e., after 1972. However, this approach was later revised to call for undertaking a redevelopment project in the central part of this section in 1967 or 1968. The principal purpose in moving this portion ahead was to permit earlier elimination of the blighted conditions in the area. From the point of view of affecting the public's image of Richmond these few blocks along Cutting and Hoffman Boulevards (the major approaches to the Richmond-San Rafael Bridge) are extremely critical. In addition, since much of the land is vacant, unless action is taken soon the area will gradually fill up with a mixture of generally low-quality industrial, commercial and open storage uses, making redevelopment increasingly difficult.

The proposed redevelopment would include light industrial and distributing operations, principally on small parcels ranging from ¼ acre to one acre; highway commercial uses along Cutting Boulevard; and space for the expansion or reconstruction of Kaiser Hospital.

The areas included in the original Hoffman Project proposals but excluded from the revised project should continue to be considered for eventual redevelopment, but only after construction of the freeway. In addition, the small, roughly triangular area between Hoffman and Cutting Boulevards and South 31st Street and the Southern Pacific Railroad, should be included with the above for study as a possible light industrial redevelopment area once the freeway is completed. Table 2-C gives cost estimates for the Hoffman-I Project. These figures should be kept up to date as part of the annual review of the CRP.

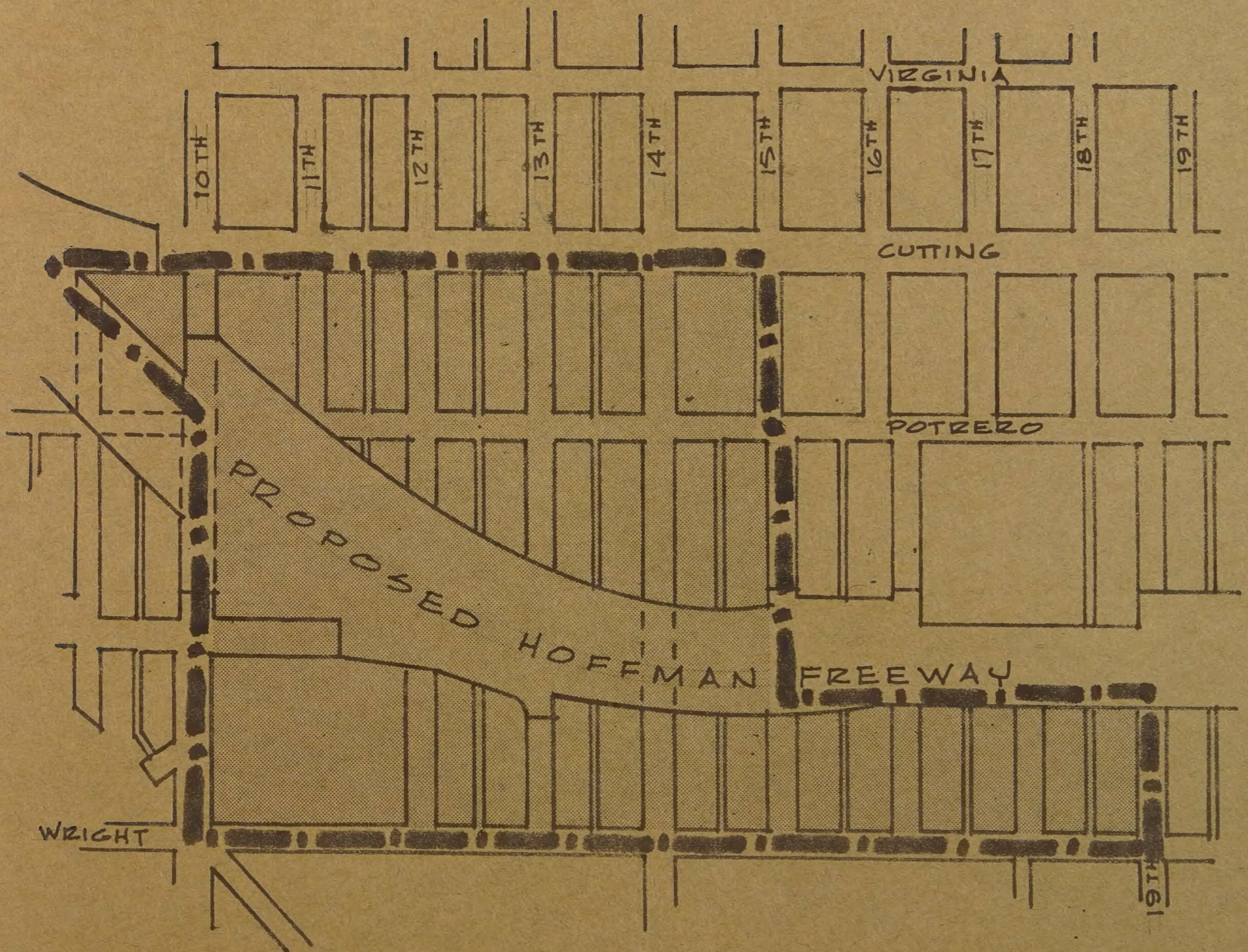
TABLE 2-C
"HOFFMAN-I" INDUSTRIAL PARK PROJECT

1)	Estimated Gross Project Cost	$2,033,000
2)	Estimated Proceeds from Sale of Land..... @$0.75/sq. ft. for 1,300,000 sq. ft. of industrial land and @$2.75/sq. ft. for 100,000 sq. ft. of commercial land)	1,250,000
3)	Estimated Net Project Cost (Line 1 minus Line 3)................................	783,000
4)	Local Community Share (1/3 of Line 3)....	261,000
5)	Federal Government Share (2/3 of Line 3)	522,000
6)	Relocation Payments (100% Federal).......	21,300
7)	Total Federal Grant (Line 5 plus Line 6)	543,300

d) "West Nevin Project" (Figure 2-F). The fourth redevelopment project proposed in the Community Renewal Program is the "West Nevin Project", in the vicinity of A, B and C Streets. This would be a predominantly low or medium income residential project, with a small amount of light industry north of Barrett and near 1st and Nevin and possibly some neighborhood commercial uses near 1st and Macdonald. Because the current market for residential development in this area appears relatively weak,

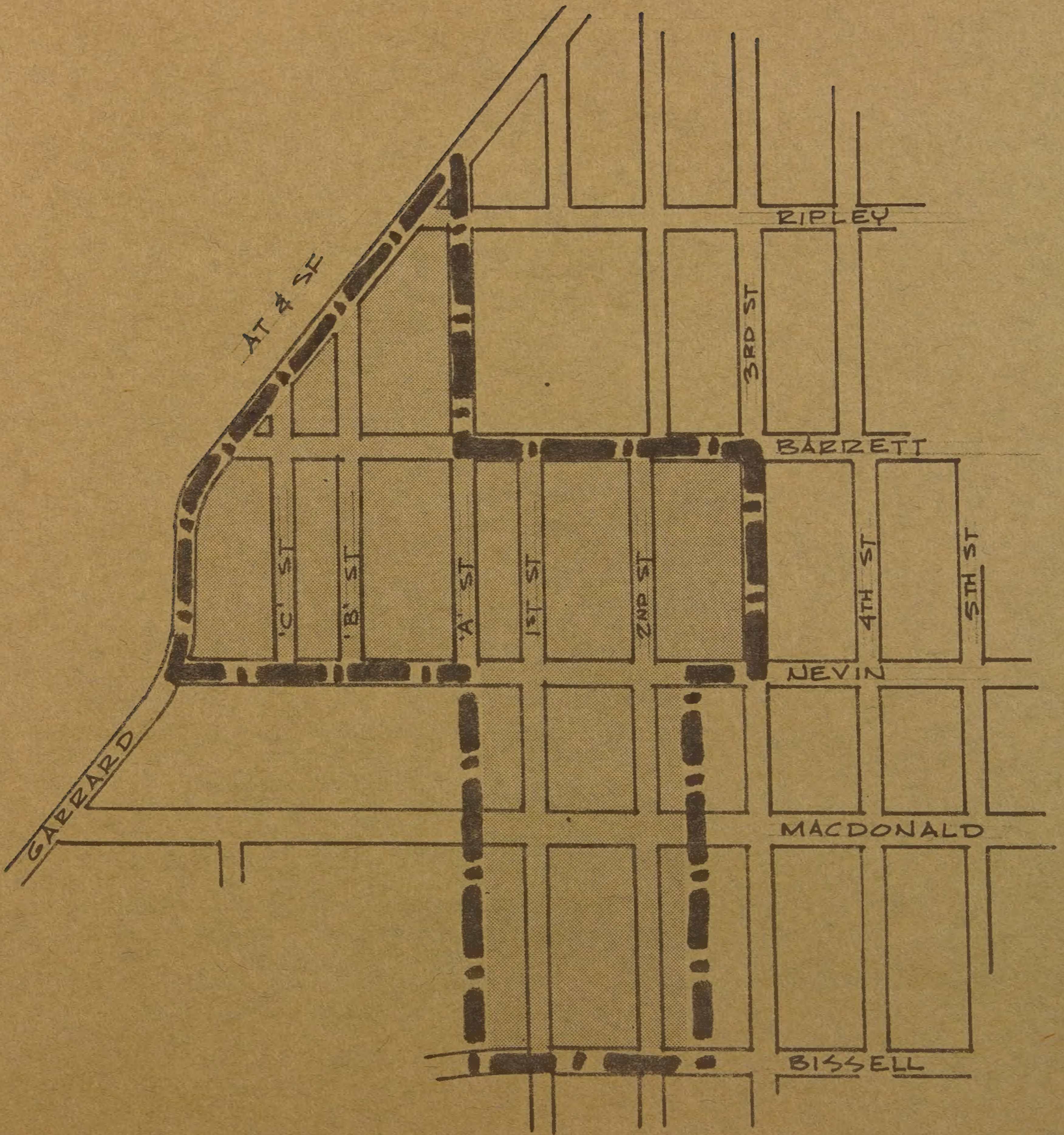
PROPOSED REDEVELOPMENT PROJECT ______

note: project boundaries tentative-subject to change during detailed planning stage


VIRGINIA
10TH
11TH
12TH
13TH
14TH
15TH
16TH
17TH
18TH
19TH
CUTTING
POTRERO
PROPOSED HOFFMAN FREEWAY
WRIGHT
19TH
12·65
0
400

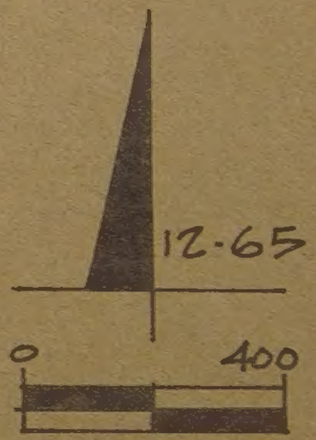
CRP

HOFFMAN N°1


AT & SF
RIPLEY
3RD ST
BARRETT
'C' ST
'B' ST
'A' ST
1ST ST
2ND ST
4TH ST
5TH ST
NEVIN
GARRARD
MACDONALD
BISSELL

PROPOSED REDEVELOPMENT PROJECT ______

note: project boundaries tentative - subject to change during detailed planning stage



CRP

WEST NEVIN

according to the economic survey by Marshall and Stevens, and because the city's resources will be stretched to meet the higher priority Lucas Park and Portal Projects, this project is recommended for development in approximately 2 or 3 years, i.e., 1968.

The eventual redevelopment of this area will eliminate some of the worst blight and deterioration in the Iron Triangle. The approximately 325 new housing units possible in the project and the "Santa Fe" tract, plus the present Atchison Village apartments, would create a sizable residential "anchor" for the western portion of the Iron Triangle as well as relocation housing and potential customers for the downtown project.

Estimated project costs are included in Table 2-D.

TABLE 2-D
"WEST NEVIN" PROJECT

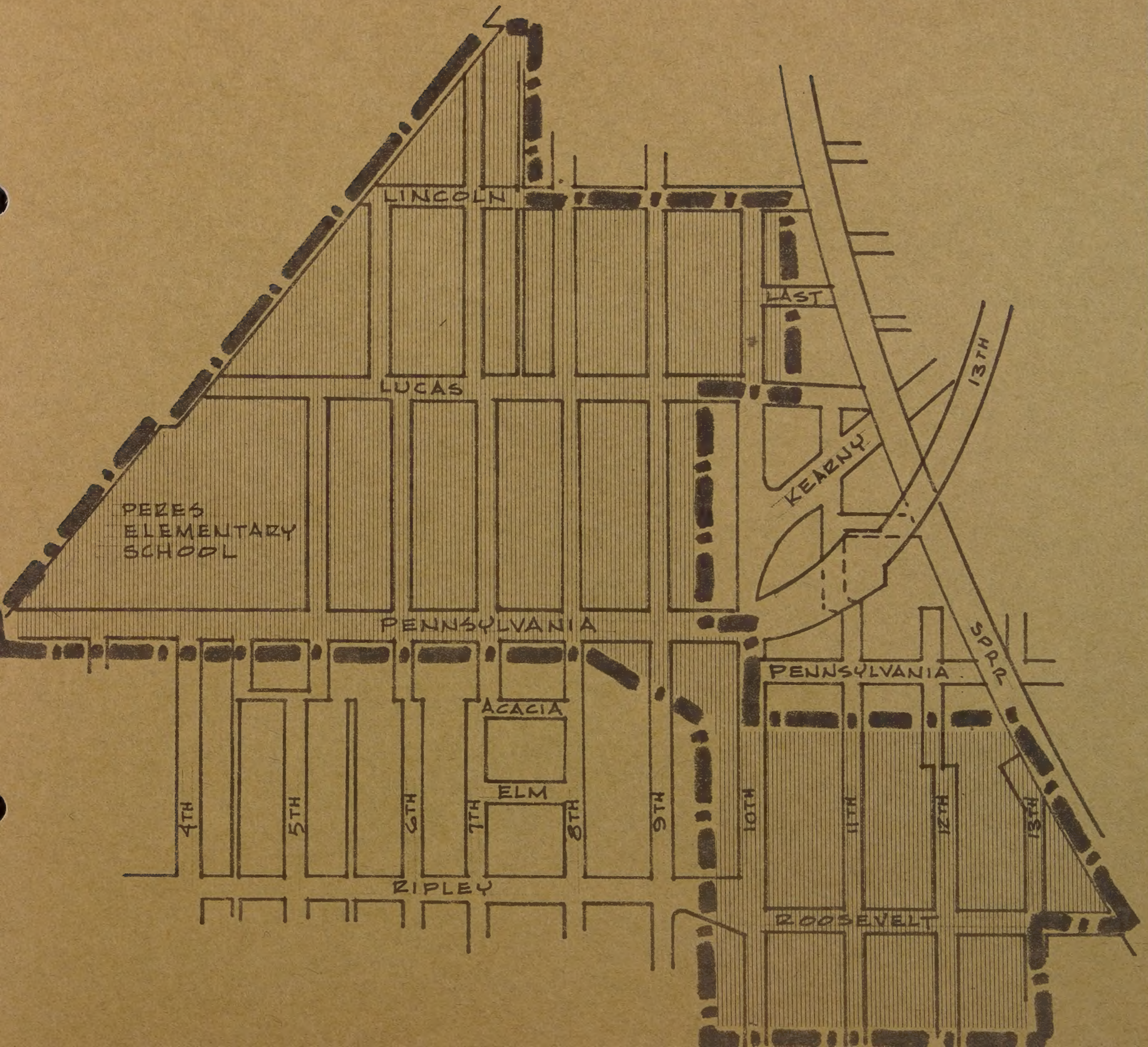
1)	Estimated Gross Project	$4,162,900
2)	Estimated Proceeds from Sale of Land....... (@$1.30/sq. ft. for approx. 775,000 sq. ft. of residential, commercial and light industrial land)	1,007,500
3)	Estimated Net Project Cost (Line 1 minus Line 2)	3,155,400
4)	Local Community Share (1/3 of Line 3)......	1,051,800
5)	Federal Government Share (2/3 of Line 3)...	2,103,600
6)	Relocation Payments (100% Federal).........	71,100
7)	Total Federal Grant (Line 5 plus Line 6)	2,174,700

222. Federally-Assisted Code Enforcement Areas

The Housing Act of 1965, under Section 117, provides for Federal-local sharing of costs on a two-thirds/one-third basis, in special code enforcement areas. Richmond, with a well-established and experienced housing code enforcement program, is in a good position to take advantage of this legislation. The CRP is proposing one such federally-assisted program with recommendations for use of the program in other areas if the initial experience is favorable. Such a program would call for federal grants for two-thirds of the total cost for salaries and overhead, assistance of various kinds to homeowners, installation of certain public works, such as street improvements, curbs, and gutters, etc., plus moving costs should there be any need for family relocation. The Act provides that code enforcement projects must be completed within three years.

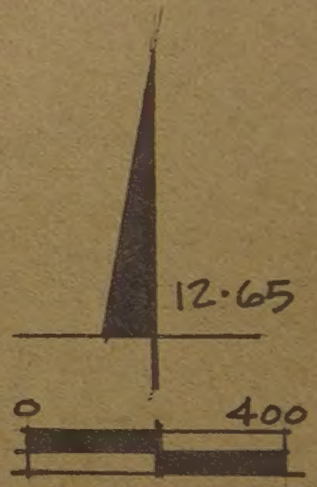
a) Helms-Triangle North Code Enforcement Area (Figure 2-G). This area, which covers a large part of the better single-family housing within the Iron Triangle, is particularly well suited for trying out a program of this nature. Very detailed data on housing conditions, incomes, housing needs, etc., have recently been gathered as part of the Iron Triangle Study and is available to aid in planning a code enforcement program.

Residents of these neighborhoods would benefit from area-wide property improvement and are in a sufficiently good position to meet some of the property improvement costs. It is also an area which could take advantage of the favorable rehabilitation grant and reduced interest loan programs for low income residents included in the 1965 Housing Act. Upgrading of various public facilities plus redevelopment of the Downtown, Portal and Lucas Park areas will also benefit the area. In turn, stabilizing of these sections of the Iron Triangle will be very beneficial for the new Downtown business center. It is recommended that Richmond initiate immediately a special code enforcement program under the provisions of the 1965 Housing Act. Financing for this project will depend on the extent to which the City is able to meet its share of the total cost. The current Capital Improvement Program includes the reconstruction and widening of Pennsylvania Avenue from Garrard to 10th


LINCOLN
LAST
LUCAS
KEARNY
13TH
PEREZ ELEMENTARY SCHOOL
PENNSYLVANIA
SPRR
PENNSYLVANIA
ACACIA
ELM
4TH
5TH
6TH
7TH
8TH
9TH
10TH
11TH
12TH
13TH
RIPLEY
ROOSEVELT

PROPOSED FEDERALLY ASSISTED CODE ENFORCEMENT AREA

note: project boundaries tentative - subject to change during detailed planning stage



CRP

HELMS·TRIANGLE NORTH

Street, scheduled for 1968. This work, entirely within the recommended project area, is estimated to cost $159,000, to be paid for from gas tax funds. If all of this $159,000 is acceptable as the one-third local share of the total project cost, approximately $320,000 of other improvements and administrative costs could be financed without need for other local expenditures. Administration costs are estimated at $30,000 per year, or $90,000 for three years. This would provide for one fulltime inspector, one "rehabilitation advisor" to assist area residents in design, financing (especially rehabilitation loan or grant assistance), and in any other ways possible, and one fulltime clerical position, plus related administrative costs. Present Planning Department estimates of costs of street and curb and gutter improvements indicate that all necessary work in the area could be done for approximately $225,000. This figure plus $90,000 for administration, comes to $315,000 or almost exactly the $320,000 Federal share.

If only part of the $159,000 cost for Pennsylvania Avenue improvement is eligible as the local share, then the total cost of the project would have to be reduced accordingly unless the city contributed in some other manner to the project.

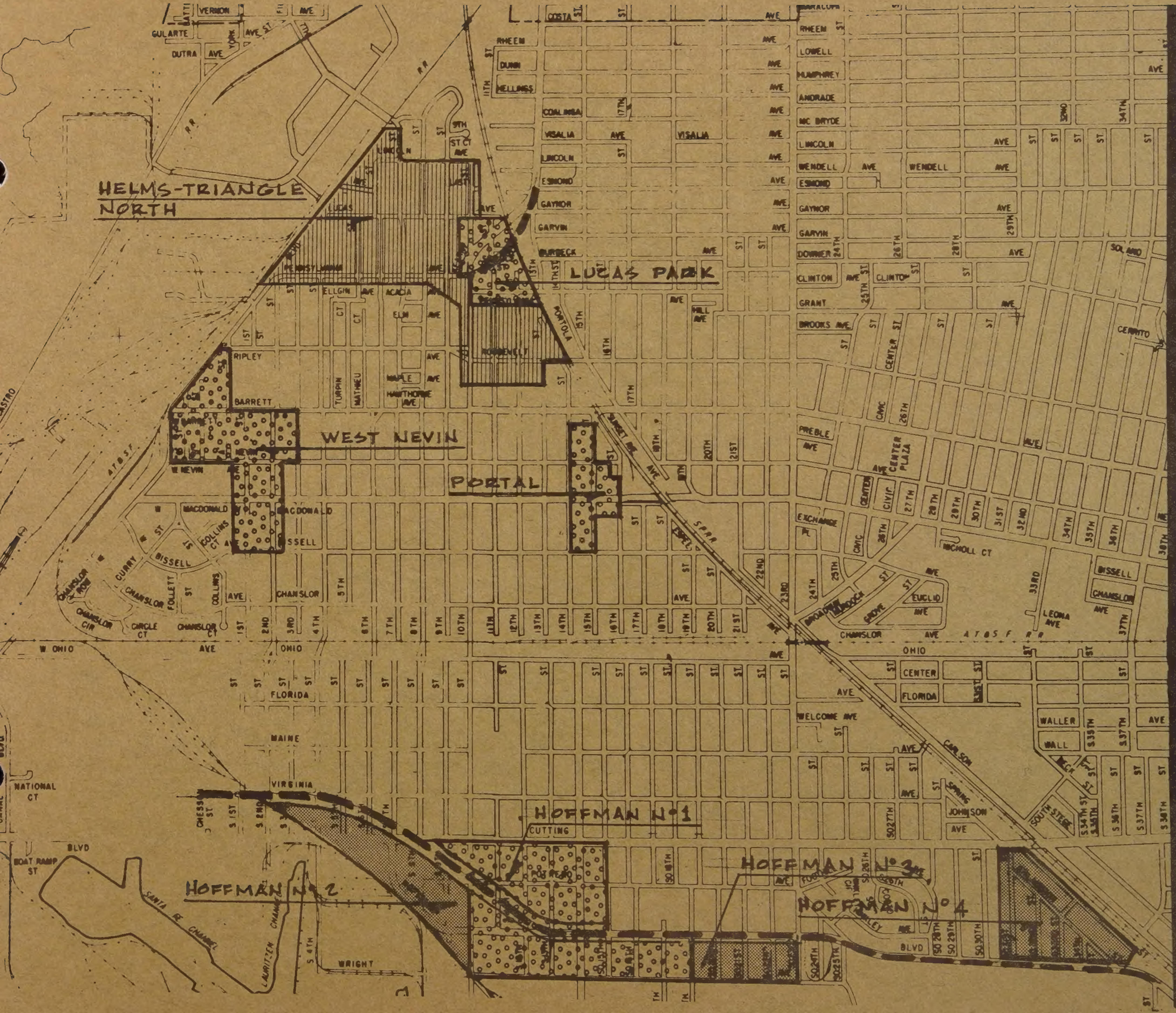
(Note: For administrative reasons it might be desirable to split this project into two sections, at Pennsylvania Avenue. If this is done, both parts should be carried out simultaneously if possible. Otherwise, in accordance with the Iron Triangle Plan, the area north of Pennsylvania should be covered first -- but only after first rezoning from the present R-2 District to the lower density districts recommended in the Iron Triangle Plan.

223. Other Special Code Enforcement Areas

Although the Helms-Triangle north area is recommended as the first location for a Federally-assisted code enforcement - public improvement effort in Richmond, there are several other areas where the same or a similar approach would be very desirable. The city, however, is not in a position financially to move ahead in all of these areas at once, which presents the problem of determining alternative actions and priorities. Since all neighborhood conservation-type programs require public and private investment in some combination, the following CRP recommendations are based on the assumption that greater public resources will be necessary in those areas where private resources are smaller.

a) North Richmond Area. -- The CRP recommends that a federally assisted code enforcement program be undertaken in this area after completion of work in the Helms-Triangle North area. In the interim period other CRP recommendations, such as zoning revision, annexation to Richmond, park and playground improvements, beginning of construction on the North Richmond Bypass, etc., should be undertaken. These actions along with the trend upward in the general condition of the North Richmond area, should improve the area's ability to take advantage of a Federally-assisted code enforcement program.

b) Santa Fe Neighborhood. The CRP also recommends that federally-assisted code enforcement program be undertaken in the Santa Fe Neighborhood after completion of work in the Helms-Triangle North Area. If it is financially feasible for the city, this should be simultaneous with efforts in North Richmond; if not feasible, priority should be given to North Richmond. (This priority decision should be reviewed during the annual review of the CRP.) In the interim period the various community improvement measures recommended in the


HELMS-TRIANGLE NORTH
LUCAS PARK
WEST NEVIN
PORTAL
HOFFMAN Nº1
HOFFMAN Nº2
HOFFMAN Nº3
HOFFMAN Nº4
AT & SF RR
SPRR
OHIO
CHANSLOR
VIRGINIA
CARLSON
CUTTING
WRIGHT
SANTA FE CHANNEL
LAURITZEN CHANNEL

PROPOSED REDEVELOPMENT PROJECTS

Legend:

- ⁘ immediate or short range
- ▨ future or long range

PROPOSED CODE ENFORCEMENT AREAS

Legend:

- ▥ federally assisted (immediate)

12-65

0 400

CRP

KEY MAP

CRP, including storm drainage construction, and the Santa Fe Local Area Plan should be undertaken.

c) Pt. Richmond, Stege, Rapid Transit Station and Parchester Village Areas. These four areas are parts of the city where intensive code enforcement is necessary, but which cannot at present justify a federally-assisted program. This means that some change will be necessary in the city's present housing code enforcement policy. Currently, enforcement is on the basis of complaints or referrals from other agencies, with each of the city's three inspectors covering a large segment of the city. To meet the need for more systematic code enforcement in these four smaller areas present policy will have to be modified. This could be done either through expansion of staff so that one or more inspectors could be assigned to a particular small area or by attempting to concentrate the effort of present inspectors, at the expense of needed activity elsewhere in the city. Obviously, the first approach would permit more effective efforts to meet the needs for community upgrading in these areas and it is recommended by the CRP.

224. Major Zoning Changes

There are several sizable areas in Richmond where present zoning is not compatible with future beneficial development and where it represents an obstacle to community improvement efforts. The CRP recommends that the zoning in these areas be reviewed and changed as necessary to bring it to conformity with the needs of the community. The CRP recommendations are not precise and all changes would, of course, follow the customary and legally required procedures, including public hearings, before final action by the City Council. The recommendations listed below are in appropriate order of priority. Wherever zoning changes are recommended in areas where special housing code enforcement efforts are also recommended, the zoning change should precede the code enforcement.

a) Iron Triangle Area. Both the CRP and the Planning Department studies now being undertaken for the Iron Triangle Plan have shown need for major zoning revision within the triangle. Since this Plan will contain more specific and detailed recommendations for changes, the CRP has limited itself to general recommendations indicating the nature of the changes needed to facilitate renewal in the triangle.

These general recommendations are listed below:

1) Present R-2 zoning in the area north of Pennsylvania Avenue should be changed to R-1 (single family) or other lower density residential classification.

2) Present R-2 zoning between Roosevelt and Pennsylvania and R-3 zoning between Roosevelt and Barrett (and extending almost to Nevin near 4th Street) should be changed to a lower density residential classification, possible R-MD.

3) Present M-2 zoning south of Barrett, between Garrard and 5th Street should be changed to appropriate residential or commercial classifications. (Except that M-2 zoning might be retained for any area in the proposed West Nevin Redevelopment Project to be retained as industrial.)

4) Present R-3 zoning in the southeastern part of the Iron Triangle, i.e., south of Macdonald and east of 10th Street, should be ~~notified~~ modified so as to require greater open space for high density developments and so as to give some form of bonus to encourage the assembly of land into larger parcels more suitable for high densities.

5) Present M-2 zoning along the Santa Fe and Southern Pacific rights-of-way in the southeastern part of the Iron Triangle should be changed to the modified R-3 zone (see paragraph 4 above).

b) Rapid Transit Station Area. Present zoning (R-2, R-3, C-2 CM and M-2) in the triangular area between Pennsylvania Avenue, 23rd Street, and the Southern Pacific Right of Way should be revised so as to conform to recommendations of the Rapid Transit Corridor Study. One of the major revisions would be the development of inducements for land assembly as in the southeastern part of the Iron Triangle.

c) North Richmond. It is recommended that R-2 zoning in this area be changed to a lower density residential category, preferably R-1 (single family). If the CRP recommendation for annexation of the County portion of North Richmond (see Section 227, p. 11) is accomplished, a thorough review of zoning throughout the area will be required.

d) Coronado Area. The present zoning pattern in the Coronado Area, particularly along Ohio Avenue and between 10th and 15th Streets, is unduly complicated. This pattern should be reviewed and revised so as to eliminate unnecessary commercial and industrial zoning and to reduce permitted densities in areas not already zoned R-1.

e) Additional minor zoning revisions are included with the specific renewal actions for each of the Study Areas. See Section 500 of this report.

225. Public Works Projects

Some areas of Richmond are affected by blighting factors which can only be eliminated by the construction of major public works to relieve the problem. Although such projects are often costly, failure to undertake them can negate the value of other renewal efforts. Therefore, such projects must be included as a part of any comprehensive community renewal effort. The CRP recommends that the following public works be carried out as soon as it is financially possible for the city to do so.

a) North Richmond By-pass. This new major thoroughfare (see map following page 67) has regional significance for all western Contra Costa County and on this basis alone is justified. Also, however, it is essential in order to eliminate heavy traffic through the North Richmond neighborhood. This traffic, which includes many heavy trucks, is one of the worst blighting influences in the area.

b) Storm Drainage. One of Richmond's chronic problems has been storm drainage control. Some improvements have been made in the past, particularly in Redevelopment areas, but the problem is still serious. The CRP recommends that the City undertake the accelerated systematic storm sewer construction program currently under study. It is further recommended that the cost of this work be distributed among (1) the area affected, (2) the city as a whole through the special tax allocation enacted by the Council, and (3) the Federal Government (up to 50% under recent provisions of the Housing and Urban Development Act of 1965). As soon as financing is established a construction schedule should be prepared to assure the affected neighborhoods that the problem will be met.

c) Minor Public Works Needs. In many areas of Richmond there exist substandard public facilities of a more or less minor nature, for example, curbs and gutters, sidewalks, street pavements, street signs and traffic controls, street lights, etc. Past city practice has been to place the burden of providing these facilities primarily on the property owner benefitted. This has resulted in very uneven development (sometimes part of a block has curbs and gutters and part simply ditches). It has also meant that it generally takes many years to bring an area up to standard. In order to step up this pace the CRP recommends that the city

increase its share of the cost of this type of minor improvement and also seek to increase neighborhood efforts to set up assessment districts. Obviously a change in the city's present policy will create an inequitable situation insofar as those neighborhoods which have already undertaken this type of improvement are concerned. However, this does not reduce the need in other areas - areas which generally are least able to afford the costs. If the necessary work is to be done, the city must revise its approach to the problem.

226. Park and Recreation Facilities

The Parks and Recreation Master Plan (incorporated as the "Resources for Leisure" section of the Richmond General Plan) is the basic document for future park and recreation development. The CRP recognizes that development of park and recreation facilities improves the overall renewal climate of the city and therefore supports the recommended expansion of the present program. In addition, because some of the park and recreation proposals have particular significance to the renewal of specific study areas, these proposals have been singled out as part of the CRP recommended actions for these areas (see Section 500).

227. Annexation

There are four areas adjacent to Richmond which are presently unincorporated yet are predominently urban in character and in which renewal efforts could be more effectively undertaken if they were carried out through an incorporated city government. Two of these, North Richmond and the small island of county territory north of Central Avenue in the "Annex" area, can only be annexed to Richmond. The CRP recommends these two annexations.

The other two areas, known as Rollingwood and East Richmond Heights, could be annexed to either Richmond or San Pablo or El Cerrito, respectively. The CRP recommends a thorough study of the question of annexation in these areas in order to determine the best method of providing the needed public services.

228. Special Design Studies

Two parts of Richmond have especially good potential to develop into exciting and possibly unique areas in the San Francisco Bay Region if they are encouraged to develop properly. These two areas are Pt. Richmond and the area extending from the Downtown Redevelopment Area to the Civic Center, including the new Rapid Transit Station area. The CRP recommends:

1) That the Planning Commission undertake design and development studies for the entire Pt. Richmond-Pt. San Pablo area. (To the extent possible, earlier information and material prepared by residents of the Pt. Richmond area should be used.)

2) That the City of Richmond expand the design studies already endorsed by the Planning Commission for the Downtown Civic Center corridor as part of their Rapid Transit studies. In addition, the city should undertake a thorough study of all possible means of effectuating the plans developed by these studies.

229. Other Major Recommendations

In addition to the above recommendations, which generally are related to a particular section of the city, the CRP contains recommendations for actions which are directed at the city as a whole or at conditions which are found in many parts of the city.

These recommendations are summarized below:

(a) The need for more information to assist the City Council, City Manager and City Departments in making decisions is rapidly growing. At the same time the ability to handle this information and to make it available to those who need it is also expanding. The CRP recommends that Richmond increase its present efforts to develop an automated information system for the storage and processing of the vast amount of data gathered and used by the city. A detailed discussion of actions to be taken by the city to accomplish this is presented in Section 830 of this report.

(b) The Capital Improvement Program, established by Ordinance No. 53 N.S. of July 20, 1964, is a means whereby the department heads, the Manager, and the Council prepare, review, and adopt the long-range program of capital projects. Although Ordinance No. 53 N. S. provides for both the Capital Improvement Program and the Capital Budget it does not require the preparation and adoption of a Long-Range Financial Plan. This plan would examine the long-range financial capabilities of the city and provide the means of executing the capital program on a sustained basis. The CRP recommends that the City Council amend Ordinance 53 N.S. to include the necessary provisions for a Long-Range Financial Plan, and that prior to its next annual review of the Capital Improvement Program the city prepare for Council adoption a Long-Range Financial Plan for the city.

(c) Richmond has a serious problem of unattractive strip commercial development and low quality frontage development along major thoroughfares. The CRP recommends that the Richmond Planning Commission undertake a detailed study of these areas in order to develop ways and means of minimizing the blighting influence of these areas on the community as a whole.

(d) Another blighting factor in Richmond is the large number of low quality, high density speculative apartments scattered throughout many parts of the city. Although neighborhood opposition has resulted in zoning changes which have curtailed new construction sharply, those already built remain as a problem. The CRP recommends that the city, using outside consulting assistance if necessary, undertake a study of ways in which these units can be improved in appearance and made more suitable as parts of the city's housing stock.

(e) In recent years the doctrine that a public agency had no responsibility for assistance to persons or businesses dislocated by public action, such as freeway construction or urban renewal, has been gradually declining. The CRP recognizes the public obligation in the matter of relocation assistance and recommends that the City of Richmond establish a centralized relocation service, possibly in connection with the Redevelopment Agency, to assist any person or business displaced by any public action.

(f) One of the critical problems in improving property in Richmond is the difficulty of obtaining financing from lending agencies. The CRP recommends that the City of Richmond, in conjunction with the Chamber of Commerce and local lending agencies, develop a campaign to break down existing prejudices about the suitability of lending in Richmond, with special emphasis on overcoming the present reluctance to make loans in certain portions of the city.

(g) The CRP conducted a special study of Richmond's industrial areas, by field surveys, review of ownership patterns and assessor's data on type and condition of buildings, and by means of special questionnaires sent

to Richmond industries (see Appendix A for survey form.) The results of this special study indicated that Richmond has no concentrations of obsolete or deteriorated industrial buildings, as many other cities have. None of the accepted renewal treatments, such as redevelopment, rehabilitation, etc., was determined necessary. The major CRP recommendation for these areas is the adoption of a "Conservation" type approach, calling for a combination of private and public efforts to maintain and improve Richmond's industrial areas. A more detailed discussion of Richmond's industrial areas is included in Section 5 of this report.

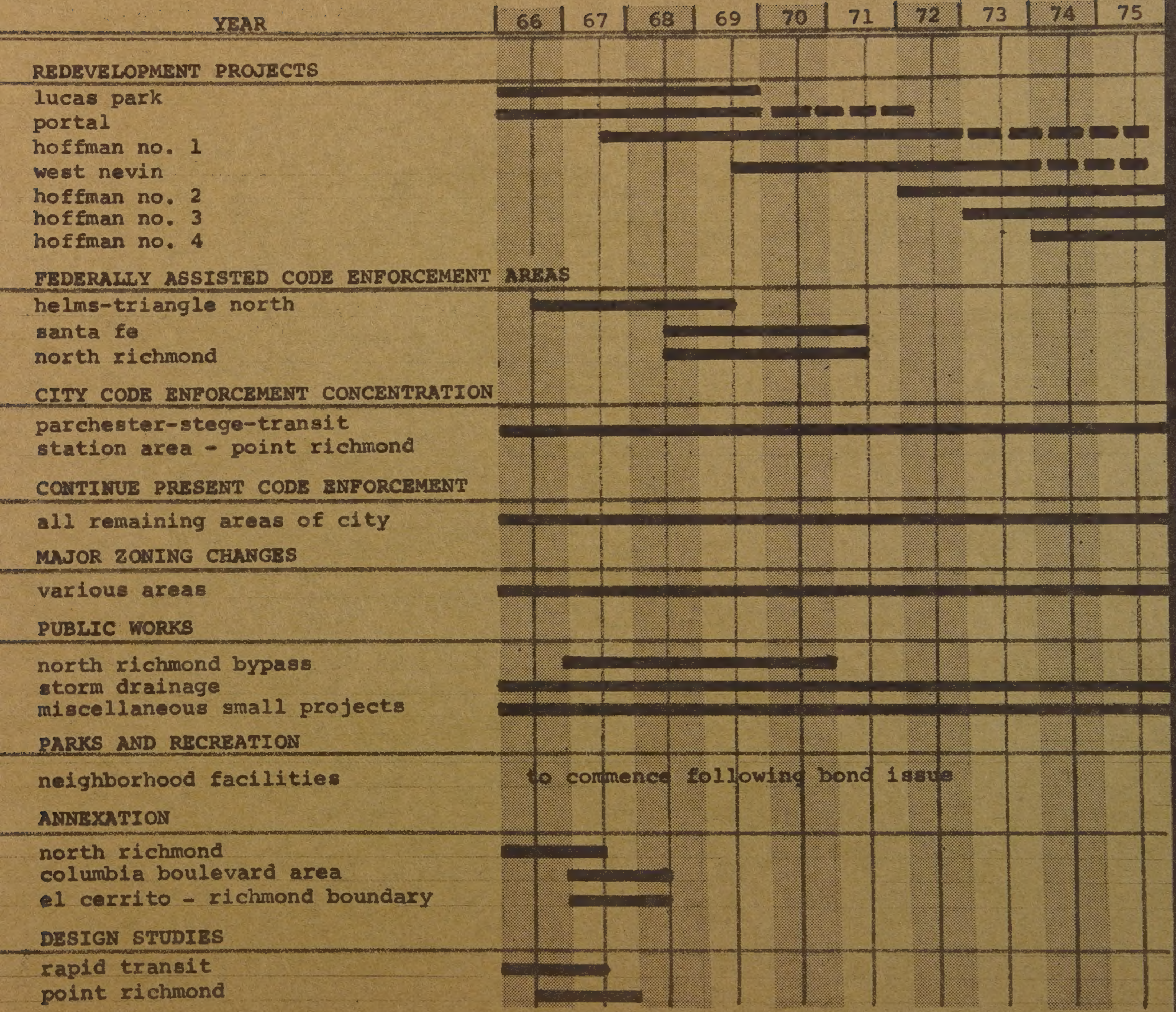
(h) During the 1965 session, the State Legislature created a new Department of Housing and Urban Development to assist local communities in solving their problems relating to housing and development and to assist communities in taking advantage of various Federal programs. The CRP recommends that Richmond establish a close liaison with representatives of this Department in order to avail itself of its services to the maximum.

(i) Strong neighborhood councils are an essential ingredient of well planned and executed renewal programs. The recent change in the City support for the Neighborhood Councils has seriously hampered their effectiveness. The CRP recommends that the City take immediate action to provide adequate staff support of the Neighborhood Councils in order to restore their former effectiveness. The CRP further recommends that the location of this support within the City government be determined after consultation with the Neighborhood Councils to determine their needs in the matter.

230. Continuation and Revision of the CRP

The preceding recommendations are based on the current assessment of Richmond's renewal needs, projections of its future based on the General Plan and various local area plans, and such known future events as the BARTD system and State freeway construction. Obviously, Richmond's needs will change and there will also be changes in the various factors affecting renewal, such as State and Federal laws, the City's financial picture, the timing of construction of major public facilities, etc. In order to keep the CRP current it is recommended that it be reviewed annually and any necessary revisions made. This review should be coordinated with the annual review of the Capital Improvement Program and the General Plan. The updating of all three of these planning elements will be greatly facilitated by the establishment of a city-wide "data bank" and an automated information processing system (see Section 830.

RECOMMENDED ACTIONS



CRP

12-65

SCHEDULE

SECTION
300

Summary of Study Procedures

300 SUMMARY OF STUDY PROCEDURES

310 General Approach

Unlike some of the CRP's that have taken the experimental approach to blight analysis or have devoted much of the total effort to the creation of mathematical models for predicting changes in development patterns, the Richmond CRP has followed quite literally the purpose of the CRP as set forth in the Urban Renewal Manual. The goal of the Richmond CRP has been the identification and measurement of areas of blight or incipient blight and the selection of practicable courses of action for correction.

The Richmond CRP is city-wide in scope in that all areas of the city have been examined. However, greater attention has been given to the residential and commercial areas than the industrial ones. This decision was made after preliminary investigation showed very little of the kind of industrial blight and obsolescence in Richmond typically found in older communities.

Another characteristic of Richmond's CRP has been its greater emphasis on the physical manifestations of blight than on the underlying causes. This was not through choice but through the necessity of using the tools and methods available. Hopefully better methods will become available for determining the causes of blight and subsequent revisions of the CRP can profit by them.

The CRP has been based solidly on the Richmond General Plan in that it has recognized the land allocation, traffic circulation, and population densities expressed in the General Plan. At the same time, the CRP has tested General Plan proposals and has recommended changes where needed.

Much reliance has been placed in citizen groups for evaluation of data collected by the CRP, and there has been a strong effort to involve neighborhood groups in the decision making process. Although the staff of the Planning Department provided the direction and most of the technical knowledge, use has been made of personnel in other departments of the city government and of private consultants. A contract was awarded to Dela Data Corporation, a local data processing consultant, to perform all necessary data processing. The services of Marshall & Stevens, Market Analysts of San Francisco were used to prepare an economic feasibility study. The Richmond Redevelopment Agency prepared a special study of the relocation impact of the CRP.

A feature of the CRP which was new to Richmond, though certainly now new to urban analysis elsewhere, was the use of automatic data processing to develop blight scores for the city. The use of ADP in combination with precollected data from the assessors' offices, both city and county, permitted scrutiny of all parts of the city on a finer scale than would have been possible with older methods. In the next section there will be given a more detailed description of the methods of analysis used.

320 Procedure

In recounting in chronological order the procedure that was followed for the CRP no effort will be made to indicate elapsed time nor the total manpower expenditures for each separate action. For purposes of organizing the study and for reporting on progress, the CRP was divided into four phases: (a) Research and Survey; (b) Analysis; (c) Program Selection; (d) Program Continuation. However, no precise line of demarcation between the various phases was maintained. Analysis began almost as soon as the Research and Survey phase was started, the collection of new data was continued well into the Program Selection phase.

321 Research and Survey

At the time the work schedule for the proposed CRP was prepared and submitted it was expected that data collection would consist principally of a survey of field conditions. Shortly after commencement of work, however, it became apparent that primary reliance should be placed on the use of existing data, and that field surveys would be conducted only as necessary to verify existing data and to supply data that was not already available. This change in planned procedure for data collection was prompted by the discovery of several good sources of data which were either in a highly useable form for processing by computer or could be reduced to a highly useable form more cheaply than gathered afresh.

The decision to use automatic data processing opened the possibility of using pre-collected data from various sources.

Examination of these sources of pre-collected data lead to the decision to rely principally on the County Assessor, the City Assessor, and the 1960 Census of Housing. Because the County Assessor had a coded parcel identification system and a rudimentary land use code, both of which were recorded on magnetic tape, it was decided to use his system as the basic framework. However, when the time came to superimpose the Census data on the County block numbering system there was enough variation between County Assessor blocks and Census blocks to necessitate keeping the two systems entirely separate.

Some potential sources of data proved to be too costly to use. Data on file in the Police Department and in the County Welfare Department were keyed to street addresses only, and the conversion of street addresses to our block system was a more formidable undertaking than the gain in information seemed to justify.

Not all of the County Assessor's data that was desired had been recorded by the Assessor on tape. This meant a hand operation of extracting the data from written records and transferring to punched cards. Most of the data of this category were obtained from the City Assessor's records. None of the data obtained from the Public Works Department was pre-recorded on punched cards or tape, and hence had to be processed.

Following an initial determination of the data that would be available an analysis was made to discover that meaningful information could be extracted and what procedures would be required to do so. This resulted in a list of "Indices of Deficiency" which became the end product of the data collecting. These indices measured such attributes as the amount of bare land in a block, the average assessed value of housing units in a block, etc. An initial list of indices is shown in Appendix B.) An explanation of the manner in which these indices were developed is included in the Phase I - Research and Survey, manual developed for use in the Richmond CRP and on file in the Planning Department.

In addition to the use of pre-collected data, resort was made to field collection of data. A field check by building inspectors was used to complete records with incorrect or missing data, and to measure the vacant floor area in non-residential structures.

Richmond contains large areas of industrial land which are not divided into blocks similar to those of the commercial and residential areas, and which do not lend themselves to the type of block analysis used for these areas. It was decided, therefore, not to attempt to develop indices of deficiency for these areas, but to rely on a questionnaire type survey followed by a field inspection of those portions that were revealed by the questionnaire to need further attention.

322 Analysis

For analyzing the data and assigning values to the indices of deficiency that would be developed, it was decided that a panel of highly knowledgeable citizens would be used. A panel of seven citizens representing a wide range of interest within the city worked intermittantly over a period of nine months. This panel, assisted by the CRP staff, reviewed the proposed indices and assigned relative values to them. After tentative values had been assigned the panel made field inspections to insure the validity of the values. The actual process of evaluation performed by the panel is too involved to describe here; it is available in the offices of the Richmond City Planning Department for those who wish to pursue this aspect further.

The output of the data collection and analysis was a series of computer print-outs showing in tabular and in mapped form the scores that were assigned each block as a result of combining the various indices affecting the particular block. This block score was a numerical "penalty score" which showed the comparative deficiency of each block. The block score then became the basis for assembling portions of the city into tentative projects for further examination.

323 Selection of Tentative Urban Renewal Actions

The next phase, that of selecting the tentative urban renewal actions, was carried out through the help of the Citizens Urban Renewal Advisory Committee. At the request of the Planning Director the Mayor asked CURAC to sponsor this phase of the program. CURAC assigned this work to a subcommittee of five who worked closely with the CRP staff for a period of four months.

Richmond has a fairly well defined system of neighborhoods. Some of these have active neighborhood councils; others are merely convenient areal designations. The CURAC subcommittee with the held of the CRP staff studied each neighborhood, taking into account all available data. The penalty scores which had been developed in the analysis phase were used as the primary indicator of a particular neighborhood's general condition. By examining all factors such as population density and character, land use, building activity, zoning, plans for a neighborhood, etc., a good picture was obtained of its renewal needs. The CURAC subcommittee then selected a series of proposals which if carried out, would correct the deficiencies of the neighborhood. These proposals were then presented to the main body of CURAC for review. Concurrently with the studies, the CURAC subcommittee met with the affected neighborhood councils and presented its recommendations for consideration. The end product of the CURAC work was a list of tentative urban renewal actions for the entire city on a neighborhood basis. These proposed actions varied in scope from major redevelopment projects to zoning changes.

After a rather lengthy list of desirable urban renewal actions was prepared, the next task was the examination of their economic feasibility. The consulting firm of Marshall & Stevens, Market Analysts, was selected for this study. This firm was directed to consider mainly the five proposed redevelopment projects and to appraise the approximate value of land eventually to be sold in each project. Background information from their report is included in Section Four of the CRP report and their appraisals are used in the project cost estimates. The report itself is available for reference in the Richmond Planning Department.

Concurrently with the economic feasibility study the Redevelopment Agency of Richmond prepared a relocation study to determine the magnitude of the relocation problem resulting from the proposed redevelopment projects. An analysis of the relocation impact of the CRP is included as Section 700.

SECTION
400

Background Material on
City of Richmond

400 BACKGROUND MATERIAL IN THE CITY OF RICHMOND

In order to establish a general framework for renewal action it is necessary to develop a picture of those aspects of the city most important to renewal. The following sections briefly describe the people, housing conditions, environmental conditions, and economy of Richmond.

410 Total Population & Population Projections

As noted above, in Section 100, Richmond's population has fluctuated considerably. From the City's founding in 1900 to 1940 the population rose to 23,000. During the war it shot up to over 100,000 and held near that figure until the early and mid-fifties, when it fell off sharply with the clearance of temporary housing. By 1960 it had passed its low point of approximately 65,000 and was gradually rising again. From 1960 to the middle of 1965 it has risen from approximately 72,000 to an estimated 81,300.

The Richmond Planning Area has had a less erratic growth pattern than Richmond itself. Currently its growth rate is close to that of the Bay Area as a whole and it is expected to continue at a high rate for at least the next twenty-five years. Since the CRP is concerned with the intermediate range future, the most important projections are those for 1975. By then Richmond's population is expected to be approximately 97,500 (assuming no future annexations) and the RPA population is projected to 205,000. Tables 4-a and 4-b give past and projected population figures for both Richmond and the Richmond Planning Area.

The following projections by the Planning Department, based on analysis of all other available forecasts, plus the Department's own projection, have been broken down into sub-areas to increase reliability:(Table 4-b):

Table 4 (a)

POPULATION 1930 - 1964

(000's)

	1930	1940	1950	1960	1964
Richmond	20.0	23.6	99.5	71.9	79.8
El Cerrito	3.9	6.1	18.0	25.4	27.1
San Pablo	Uninc.	Uninc.	14.5	19.7	25.2
RPA	25.0	30.0	144.0	151.0	171.0
Bay Area	1,578.0	1,735.0	2,682.0	3,638.0	4,216.0
Contra Costa	78.6	100.5	299.0	409.0	493.2

Source: U. S. Census for 1930-1960, except RPA; Calif. Dept. of Finance for 1964, except RPA; Community Labor Market Survey, Calif. Dept. of Employment for RPA for 1950, 1960, and 1964; 1930 and 1940 RPA estimates based on U. S. Census.

Table 4 (b)

POPULATION PROJECTION

CITY OF RICHMOND AND RICHMOND PLANNING AREA

	1965	1975	1985
City of Richmond	81,300	97,500	111,500
Richmond Planning Area	172,000	205,000	232,000

Source: Richmond Planning Department

420 Population Characteristics

Characteristics of the population of Richmond based on the 1960 census are given below. Further discussion of various characteristics is included in the Marshall & Stevens report on the Economic Foundation for the Community Renewal Program.

421 Age Distribution and Household Size (Table 4-c)

Richmond's population is somewhat younger than that of the San Francisco-Oakland S.M.S.A or of the state as a whole, but is slightly higher than San Pablo and Contra Costa County. A larger proportion of Richmond's population is under 18 and a smaller proportion over 65 than for the Metropolitan area or state, but the reverse is true in relation to San Pablo and Contra Costa County. Household size reflects the age distribution pattern, with Richmond's average number of persons per household being larger than that of the Metropolitan area and State but smaller than the average for San Pablo or the County. These patterns are indicative of the mixed suburban - older central city nature of Richmond's population.

Table 4 (c)

POPULATION CHARACTERISTICS - AGE

	Median Age	Percent Under 18	Percent 18-64 yrs	Percent 65 yrs & over	Number per Household
Richmond	28.9	37.1%	56.4%	6.6%	3.23
El Cerrito	33.5	34.1	59.3	6.6	3.11
San Pablo	26.0	39.7	54.8	5.5	3.38
S.F.Metro.Area	31.8	32.6	58.4	9.0	3.07
Contra Costa	27.7	40.1	54.4	5.5	3.44
Alameda Co.	30.7	33.1	57.4	9.5	2.96
California	30.0	34.7	56.6	8.8	3.05

Source: U. S. Census 1960

422 Racial Composition (Table 4-d)

Richmond has a significantly higher percentage of non-white residents than the Metropolitan Area as a whole or any of the other components of the Richmond Planning Area. (However, it might be noted that Richmond has a lower percentage of non-white residents than either Berkeley or Oakland.) The much higher percentage of non-whites in Richmond than the remainder of the Planning Area is a characteristic which is typical of older central cities.

Table 4 (d)

POPULATION CHARACTERISTICS - PERCENT NON-WHITE

	Percent Non-White	Percent Negro
Richmond	21.8%	20.0%
El Cerrito	3.3	0.8
San Pablo	3.3	1.9
Metropolitan Area	10.2	6.7
Contra Costa	7.4	6.1
Alameda Co.	15.4	12.0
California	8.0	5.6

Source: U. S. Census, 1960

423 Education & Family Income (Tables 4-e and 4-f)

Of the three principal cities in the Richmond Planning Area, Richmond falls in the middle in terms of median number of school years completed, with San Pablo lower and El Cerrito higher. Compared to the County and the Metropolitan Area, Richmond ranks slightly lower. As might be expected, family income parallels educational level very closely. Richmond's income figures tend to be weighted toward the lower categories. According to the 1960 census over half of Richmond's families had annual incomes of less than $7,000.

Table 4 (e)

MEDIAN SCHOOL YEARS COMPLETED

Richmond - all persons	11.1
Richmond - non-white	9.2
El Cerrito	12.5
San Pablo	10.0
Contra Costa	12.2
Alameda Co.	12.1
Metropolitan Area	12.1
California	12.1

Source: U. S. Census, 1960

Table 4 (f)

ESTIMATED HOUSEHOLD INCOME 1963

(After Taxes)

	Under $4,000	$4,000 $6,999	$7,000 $9,999	$10,000 $over	Household Average	Number of Households (000's)
Richmond	27.2%	34.3%	17.4%	21.1%	$7,204	21.7
El Cerrito	18.4	27.8	20.1	33.7	9,383	8.7
San Pablo	29.3	39.9	17.6	13.2	6,336	6.4
Contra Costa	22.4	32.8	18.2	26.6	8,479	134.8
Alameda Co.	29.4	31.9	16.2	22.5	7,925	316.8

Note: These figures are not directly comparable with 1959 U. S. Census income figures. *Sales Management* estimates income after taxes; the Census reports gross income. *Sales Management* estimates income by household, whether householders are related or not; the Census reports income by family. These differences tend to weight *Sales Management* figures toward the lower categories. *Sales Management* shows an arithmetic average income, total income divided by the number of households. The Census shows median income - half the families have an income greater than the median. The *Sales Management* average is higher because it is influenced by the total of incomes in the higher brackets.

Source: Sales Management, June 1964

424 Mobility (Table 4-g)

The percentage of Richmond residents who lived in the same house in 1960 as in 1955 was about the same as for the County & Metropolitan Area. However, Richmond has a much lower percentage who had moved from another county or from outside the State. This indicates that Richmond's population is relatively stable and that it is no longer an entry point or "way station" for immigrants as it was during the era of temporary housing.

Table 4 (g)

POPULATION CHARACTERISTICS
1955 RESIDENCE COMPARED WITH 1960 REISDENCE

	Same House	Same County Different House	Other California County	Other State or Abroad
Richmond	42.4%	38.4%	11.6%	7.0%
El Cerrito	49.9	21.2	20.1	8.8
San Pablo	36.5	37.1	12.6	13.8
Metropolitan Area	43.0	30.5	13.0	13.5
Contra Costa	43.5	29.9	16.1	10.5
Alameda Co.	41.9	35.1	10.0	13.0

Source: U. S. Census, 1960

430 Housing Characteristics

The following paragraph describes the existing stock of housing in Richmond and the Richmond Planning Area.

431 Housing Inventory (Table 4-h and 4-i)

According to the 1960 Census, Richmond had 23,130 housing units, representing almost exactly half of the total in the Richmond Planning Area. The great majority of these--83% in the Planning Area and 77% in Richmond itself--are single family units. The remainder are distributed more or less evenly among duplexes, three and four unit apartments, and five or more unit apartments. Over 70% of the housing units in Richmond have either two or three bedrooms. Approximately 10% of the units in the Planning Area--but only 5% in Richmond--had four or more bedrooms.

New construction since 1960, according to the Building Department records, has not materially changed the above proportions except for a slight increase in the average number of bedrooms per unit.

Table 4 (h)

HOUSING INVENTORY 1960 - RICHMOND PLANNING AREA

	Number of Units				
	RPA	City of Richmond	El Cerrito	San Pablo	Unincorporated Area
All Housing Units	46,626(a)	23,130	8,407	6,068(a)	9,021
Occupied Units	44,746	22,113	8,129	5,811	8,693
Owner Occupied	31,315	14,252	6,249	3,818	6,995
Renter Occupied	13,431	7,861	1,880	1,993	9,697
1-Unit Structure	38,336	17,852	7,244	4,659	8,581
Duplex	2,406	1,714	326	167	199
3 & 4 Units	2,550	1,700	490	280	80
5 or More Units	2,596	1,850	347	238	161
Trailers	1,037(b)	7	306	724	N.A.
0 Bedrooms	2,697	1,640	147	616(c)	294(d)
1 Bedroom	6,155	3,580	1,278	726(c)	571(d)
2 Bedrooms	17,823	9,286	3,562	2,833	2,142(d)
3 Bedrooms	15,304	7,468	2,840	1,620(c)	3,376(d)
4 or More Bedrooms	4,564	1,073	580	273(c)	2,638(d)
1 Person	5,244	3,047	894	647	656
2 Persons	12,349	6,226	2,502	1,542	2,079
3 Persons	8,724	4,302	1,678	1,061	1,683
4 Persons	8,685	3,943	1,702	1,128	1,912
5 Persons	5,259	2,358	887	743	1,271
6 or More Persons	4,485	2,237	466	690	1,092

(a) Includes trailers in San Pablo.
(b) Does not include trailers in unincorporated areas.
(c) U. S. Census gives 0 & 1 bedroom, 3 & 4 bedroom, combined. These are estimated, in same proportion as City of Richmond.
(d) Estimated from "No. of Rooms" data.

Source: U. S. Census, 1960

Table 4 (i)

HOUSING INVENTORY 1960 - IN PERCENTAGES

	RPA	City of Richmond	El Cerrito	San Pablo	Unincorporated Area
All Housing Units	46,626(a)	23,130	8,407	6,068(a)	9,021
% Occupied	96.0%	95.8%	96.7%	95.7%	96.4%
% Owner Occupied	70.0	64.5	76.9	65.7	80.5
One Unit	83.5	77.2	86.2	87.1	95.2
Duplex	5.2	7.4	3.9	3.1	2.2
3 & 4 Units	5.6	7.4	5.8	5.3	0.8
5 or More Units	5.7	8.0	4.1	4.5	1.8
Trailers (as % of Total Units & Trailers)	2.2(b)	--	3.6	11.1	N.A.
0 Bedrooms	5.8	7.1	1.7	10.1(c)	3.3(d)
1 Bedroom	13.2	15.6	15.2	12.0(c)	6.3(d)
2 Bedrooms	38.3	40.3	42.4	46.8	23.7(d)
3 Bedrooms	32.9	32.4	33.8	26.6(c)	37.4(d)
4 or more Bedrooms	9.8	4.6	6.9	4.5(c)	29.3(d)
1 Person	11.7	13.8	10.9	11.1	7.5
2 Persons	27.7	28.1	30.9	26.6	24.0
3 Persons	19.5	19.5	20.6	18.2	19.3
4 Persons	19.4	17.8	21.0	19.4	22.0
5 Persons	11.7	10.7	10.9	12.8	14.6
6 Persons or more	10.0	10.1	5.7	11.9	12.6

(a) Includes trailers.
(b) Does not include trailers in unincorporated area.
(c) U. S. Census gives 0 & 1 bedroom, 3 & 4 bedrooms, combined. These are estimated, in same proportion as City of Richmond.
(d) Estimated from "No. of Rooms" data.

432 Condition of Housing (Table 4-j and 4-k)

1960 Census figures indicate that about 1 out of 8, or 12%, of Richmond's housing units is deteriorated, dilapidated, or lacking some basic plumbing facility. Most of these were classified as deteriorating, but 1.7%, indicating approximately 400 units, were considered dilapidated. Census figures also indicated approximately 10% of the 23,130 units were overcrowded, i.e. had 1.01 or more persons per room. In 1960, 64% of Richmond's housing had been built since 1940; today the percentage of housing built since that date is even higher. This indicates the relative newness of Richmond's housing stock.

Table 4-j
1960 CONDITION OF HOUSING

	RPA	City of Richmond	El Cerrito	San Pablo	Unincorporated Areas
All Housing Units	46,626(a)	23,130	8,407	6,068(a)	9,021
Condition					
Sound with all Plumbing	41,694	20,332	8,114	4,875	8,373
Deteriorating	3,562	1,979	241	853	489
Dilapidated	795	385	52	268	90
Sound but lacking some Plumbing	575	434	0	72	69
Year Built					
1950-1960	16,668	6,397	3,481	2,406	4,404
1940-1949	16,770	8,400	2,771	2,499	3,100
1939 or earlier	4,679	2,277	269	958	1,013

(a) Includes trailers in San Pablo.

Source: U. S. Census, 1960

Table 4-k
1960 CONDITION OF HOUDING - IN PERCENTAGES

	RPA	Richmond	El Cerrito	San Pablo	Unincorporated Areas
All Housing Units	46,626	23,130	8,407	6,068	9,021
Condition					
% Sound with all Plumbing	89.5%	88.0%	96.5%	80.3%	92.8%
Deteriorating	7.6	9.6	2.9	14.1	5.4
Dilapidated	1.7	1.7	0.6	4.4	1.1
Sound but lacking some Plumbing	1.2	1.7	0.0	1.2	0.7
Year Built					
1950-1960	35.8	27.7	41.4	39.7	48.8
1940-1949	35.9	36.3	32.9	41.2	34.4
1939 or earlier	28.3	36.0	25.7	19.1	16.8
1.01 persons per room or more	10.0	10.3	3.3	16.5	11.7

Source: Table 4-j, based on U. S. Census 1960 data.

433 Housing Values and Rents (Table 4-1)

Measured in terms of value, owner occupied houses in Richmond had a 1960 estimated median value of approximately $13,000, which was below the median figure for the Metropolitan Area ($16,300), Contra Costa County ($14,600), and El Cerrito ($17,700), but above that for San Pablo ($11,200), these figures indicate the wide range of housing values in the Rich mond Planning Area.

Median gross rents show a somewhat different pattern, with Richmond's median figure ($80) exceeding that for Contra Costa County ($77) and the Metropolitan Area ($78) as well as San Pablo's ($72). El Cerrito's $90 median was the highest in the Richmond Planning Area. Although Richmond's median rent was higher than either the County or Metropolitan Area, it had a much lower percentage of rents over $100 than either of these areas, indicating a heavy clustering of rents in the $80-100 range.

From the above information, and that in section 431, the following generalized description of Richmond housing can be given:

Richmond is predominantly a community of modest two and three bedroom single family homes and moderate rent small apartment buildings. The great majority of the housing units are relatively new and in generally good condition, although there is some deterioration and a small amount of dilapidation concentrated in a few areas of the city.

Table 4-1

1960 HOUSING VALUES AND RENTS

	Metropolitan Area	Contra Costa	Richmond	El Cerrito	San Pablo
Housing Values Median	$ 16,300	$14,600	$13,000	$17,700	$11,200
No. Owner Occupied	458,031	80,603	13,190	5,905	3,006
Percent					
$10,000	8.9%	14.6%	18.0%	5.8%	35.1%
$10,000-$14,900	32.4	38.3	51.8	26.6	48.4
$15,000-$19,900	30.1	23.1	21.9	30.6	15.5
$20,000-$24,900	13.6	11.1	6.5	19.5	0.6
$25,000 or over	15.0	12.9	1.8	17.5	0.4
Gross Rents Median	$ 78	$ 77	$ 80	$ 90	$ 72
No. Renter Occupied	418,364	31,891	7,869	1,830	1,993
Percent:					
$39	8.6%	7.5%	8.1%	3.2%	3.8%
$40-$59	17.4	20.0	13.6	7.3	20.7
$60-$79	24.9	24.0	25.8	15.9	36.6
$80-$99	21.7	22.2	31.8	35.1	23.7
$100-$149	19.9	19.1	16.2	32.6	11.2
$150 or over	4.6	3.1	1.1	3.2	1.8
No cash rent	2.9	4.1	3.4	2.7	2.2

Source: U. S. Census 1960

440 Environmental Conditions

In addition to the above information on population and housing characteristics, it is necessary to also describe various general environmental conditions which form a part of any picture of renewal needs. The following sections identify and discuss some of the most significant of these environmental conditions.

441 Public Facilities

Since approximately one-fourth of the land in built-up urban areas is devoted to streets and public rights of way, their condition obviously is an important aspect of the over-all condition of the surroundings. In the newer parts of the city, streets, sidewalks, and curbs and gutters are of adequate construction. However, most older sections of the city (areas subdivided prior to WW II) have deficiencies of various kinds in these facilities.

In order to measure these deficiencies and relate them to the need for renewal action, the CRP requested the Public Works Department of the City to measure, on a block basis, the extent of deficiencies for the following items: street design, street construction, missing or substandard curbs and gutters, missing or substandard sidewalks, adequacy of storm drainage facilities, and presence of traffic hazards or problems. These measurements were included as components of the over-all block deficiency measurement.

Some factors related to public rights of way were not measured quantitatively, but nevertheless were considered in the general analysis of each study area. Most important of these were the presence or absence of street trees, adequacy of street lighting, and presence of unsightly overhead wiring. The importance of these items to residents of the area was determined through meetings with neighborhood councils.

442 Incompatible Land Use

Another environmental problem in parts of the city is the presence of incompatible uses of land in the same area, such as industrial or commercial uses in predominantly residential areas, or vice versa. The CRP, with the assistance of a citizens' panel, developed a measuring system to determine the extent of this problem. The results were included as a component of the over-all block deficiency measurement. This problem is most prevalent in older areas of the city and in areas where the zoning classification is not compatible with established land use or development trends.

443 Presence of Vacant Land

The existence in parts of the city of extensive amounts of vacant land is an environmental problem particularly significant in Richmond. This is frequently in the form of scattered unkempt lots, and is generally the result of earlier poor land subdivision patterns, "leapfrogging" growth, or removal of scattered-site temporary war housing. The CRP measured the percentage of vacant land per block as one of the components of the total block deficiency.

444 Major Thoroughfare Frontages

A final environmental problem which was considered by the CRP in the analysis of study areas is the very unattractive appearance of many major street frontages. San Pablo Avenue, Twenty-Third Street, and Hoffman Boulevard, are perhaps the worst examples, but the problem exists to some degree on many other streets. These frontages are responsible to a great extent for the unfavorable impression of Richmond widely held in the Bay Area. In addition, blighted border strips around otherwise sound residential areas tend to gradually weaken the area through penetration of commercial and parking uses, traffic increases, etc.

450 Economic Base of the Richmond Area

In order to complete the background picture of Richmond for the CRP, it was necessary to examine in some detail the economic base of the area. The special study "Economic Foundations for the Community Renewal Program," prepared by Marshall & Stevens, Inc., Market Analysts, was undertaken for this purpose. The following material is based on this report.

451 Employment

The basic source of information on employment is the California Department of Employment, which surveys the Richmond Community Labor Market Area (generally equivalent to the Richmond Planning Area) regularly in even numbered years. Table 4-m gives a picture of employment trends since 1950 in the Richmond Community Labor Market. Although population fluctuated during those years the general trend has been for employment to increase more rapidly than population, as the population - employment ratio indicates.

The Richmond area is both bedroom community and employment center, as Table 4-n shows. Richmond's percentage of residents who work outside the county is higher than the Bay Area percentage but lower than in El Cerrito, which is more typically a bedroom suburb.

Table 4-m

TOTAL EMPLOYMENT

IN RICHMOND COMMUNITY LABOR MARKET 1950-1964

July	Number[(a)] Employed (000's)	Civilian Population (000's)	Percent Change Employment	Percent Change Population	Ratio Population to (c) Employment
1950	29.6	144.0			4.9
1952	34.8	150.0	17.6%	4.2%	4.3
1954	N.A.	N.A.	N.A.	N.A.	N.A.
1956	38.0	145.8	9.2 (b)	-2.8(b)	3.8
1958	34.0	152.1	-10.5	4.3	4.5
1960	38.1	150.9	11.2	-0.7	4.0
1962	41.2	158.6	8.2	5.1	3.8
1964	43.5	171.3	5.6	8.0	3.9

(a) Persons employed include those living in Richmond area and those living elsewhere.

(b) Note that this is a 4-year period.

(c) e.g., in 1960 there were 4 residents of the area to each person working there.

Table 4-n

PERCENT WHO WORK IN COUNTY OF RESIDENCE

Richmond	60.5%
El Cerrito	39.9
San Pablo	60.3
Bay Area	81.6
Contra Costa	64.8
Alameda County	87.3
California	92.3

Source: U. S. Census 1960

452 Employment by Category (Table 4-o)

The employment shifts generally occurring in Metropolitan areas are occurring in Richmond, as Table 4-o shows. Manufacturing jobs have declined somewhat between 1960 and 1964, although they still represent the largest category. Offsetting this decline and producing the overall increase in employment have been increases in jobs in the service, wholesale and retail trade, government, and contract construction categories.

As a percent of total employment in the San Francisco-Oakland metropolitan area, employment in the Richmond Community Labor Market area has increased from 3.5% to 3.7% since 1960. The Richmond area's proportion of total employment in the East Bay alone has also expanded slightly. This indicates that the Richmond area is more than keeping pace with the general expansion of the Bay Region.

453 Trends in Retail & Wholesale Trade and Selected Services

As indicated above (Table 4-o) employment in retail and wholesale trade and in services has increased. As might be expected, dollar volume of sales in these categories has also increased, as measured by the U. S. Census of Business by the Department of Commerce (Table 4-p). However, the City of Richmond's proportion of the retail sales and number of establishments in the Planning Area and in the county has declined. (This pattern is typical in areas undergoing rapid suburban growth.) Between 1958 and 1963 wholesale trade (Table 4-q) in dollar volume increased about 50% in the East Bay, 70% in Contra Costa County, and about 57% in the City of Richmond.

Richmond represents about 65% of the dollar volume of wholesale trade in Contra Costa County. This is largely due to the high volume of bulk petroleum products and groceries distributed here. Richmond's slightly declining share of county-wide wholesale trade appears to result partly from the generally more rapid growth of the Central County area with the attendant growth of wholesaling activities, plus a decline in dollar sales of petroleum products.

The most dramatic rise in sales volume was experienced in the selective services category (Table 4-r) including hotels and motels, personal services, business services, automobile and other repair services, commercial amusements, etc. Richmond's share of total sales in the County rose between 1954 and 1958 but fell slightly between 1958 and 1963 as the Central County area grew rapidly. A large part of the gain in services in Richmond is due to the increase in business service receipts, largely in the area of research and development and testing laboratories.

Location of the U. C. Field Station in Richmond and expansion of private research and testing operations are the principal causes of this increase.

Table 4-6

EMPLOYMENT BY INDUSTRY 1960-1964
RICHMOND COMMUNITY LABOR MARKET

	July 1960 (000's)	July 1961 (000's)	July 1962 (000's)	July 1963 (000's)	July 1964 (000's)	Percent 1964	Percent Change 1960-1964
TOTAL	38.1	39.4	41.2	42.9	43.5	100.0%	14.1%
Agriculture, forestry, fisheries	0.2	0.2	0.2	0.1	0.1	0.2	-50.0
Mining	N.A.	0.2	0.2	0.1	0.1	0.2	N.A.
Contract Construction	3.0	3.4	3.5	3.6	3.5	8.0	16.7
Manufacturing	11.6	10.4	11.2	11.6	10.9	25.3	- 6.1
Food Products	1.2	0.8	0.8	1.0	0.8	1.8	-33.3
Paper, printing publishing	N.A.	N.A.	N.A.	0.5	0.5	1.1	N.A.
Petroleum, chemicals	5.1	4.7	4.7	4.7	4.4	10.1	-13.7
Primary & fabricated metals	2.1	1.8	1.8	1.9	1.9	4.3	- 9.5
Non-electrical & electrical machinery	1.0	0.9	1.1	0.9	0.9	2.1	-10.0
Transportation Equipment	0.7	0.9	1.5	1.0	0.7	1.6	0.0
Other manufacturing	1.5	1.3	1.3	1.6	1.7	4.4	11.3
Transportation, communication, utilities	3.6	3.5	3.5	3.5	3.6	3.2	0.0
Wholesale & retail trade	7.9	8.3	8.6	9.3	9.8	22.5	24.0
Finance, insurance, real estate	1.3	1.0	1.0	1.1	1.2	2.7	- 7.7
Service	6.6	7.6	8.0	8.5	8.9	20.5	34.8
Government(a)	3.8	4.8	5.0	5.1	5.4	12.4	42.1
All Other	0.1	--	--	--	--	--	--

(a) Includes all government employees.

Source: Community Labor Market Survey, California Department of Employment

Table 4-p

RETAIL TRADE

1948, 1954, 1958, 1963

	1948		1954		1958		1963	
	Establishments	Sales ($000)	Establishments	Sales ($000)	Establishments	Sales ($000)	Establishments	Sales ($000)
Contra Costa	2,555	191,140	3,011	312,646	3,002	388,161	3,094	592,652
Richmond	729	70,445	770	90,839	606	89,782	605	121,535
El Cerrito	151	11,027	149	18,608	221	24,050	204	48,276
San Pablo	(a)	(a)	194	12,778	175	20,135	175	25,793
Total 3 Cities	880 (b)	81,472 (b)	1,113	122,225	1,002	133,967	984	195,604
3 Cities as a % of Contra Costa	25.6 (b)	42.6 (b)	36.9	39.0	33.3	34.5	31.8	33.0
Richmond as a % of the 3 Cities	82.8 (b)	86.4 (b)	69.1	74.3	60.6	67.0	61.4	62.1
Richmond as a % of Contra Costa	28.5	36.9	25.6	29.1	20.2	23.1	19.6	20.5

(a) Not incorporated in 1948.
(b) Based on Richmond and El Cerrito

Source: U. S. Department of Commerce, Census of Business

Table 4-q

WHOLESALE TRADE - 1958 and 1963

	1958			1963		
	Establishments	Sales ($000)	Yearly Payroll ($000)	Establishments	Sales ($000)	Yearly Payroll ($000)
Contra Costa	216	176,498	8,845	296	298,061	16,726
Alameda County	1,379	1,724,212	95,447	1,574	2,551,047	147,271
Richmond	60	122,383	5,338	84	192,641	9,873
El Cerrito	15	3,130	203	11	8,511	443
San Pablo	3	157	26	6	2,349	115
Total 3 Cities	78	125,670	5,567	101	203,501	10,431
3 Cities as % of County	36.1	71.2	62.9	34.1	68.2	62.3
Richmond as % of 3 Cities	76.9	97.4	95.8	84.0	94.7	94.7
Richmond as % of County	27.7	69.4	60.4	28.4	64.6	59.0

Source: U. S. Dept. of Commerce, Census of Business

Table 4-r

SELECTED SERVICES - 1954, 1958, 1963

	1954		1958		1963	
	Establishments	Sales ($000)	Establishments	Sales ($000)	Establishments	Sales ($000)
Contra Costa	1,418	26,680	1,804	45,144	2,239	87,871
Richmond	375	7,555	425	19,506	438	33,662
El Cerrito	103	1,672	105	1,546	139	3,589
San Pablo	67	1,057	117	1,965	111	3,017
Total 3 Cities	545	10,284	644	23,017	588	40,268
3 Cities as a % of Contra Costa	38.4	38.5	35.8	50.9	26.3	45.8
Richmond as a % of 3 Cities	68.8	73.4	66.0	84.8	74.5	83.5
Richmond as a % of Contra Costa	26.4	27.2	23.0	43.3	19.6	38.3

Source: U. S. Dept. of Commerce, Census of Business

454 Conclusions

On the basis of the above data it appears that the basic economy of the Richmond area is performing well in all major sectors--employment, retail and wholesale trade, business services, construction, etc. The only significant weak spots are the local parallels of national trends such as declining manufacturing employment and declining proportion of retail sales in the central part of the city. The next step is the projecting of probably future performance of the economy.

455 Employment Projections

Projected employment figures for the Richmond Planning Area are shown in Table 4-s. These projections are based on (a) the relationship between total population and employment, (b) Richmond employment as a percentage of the nine-county Bay Area employment, as measured by the State Department of Employment, and (c) all available previously prepared employ-Employment, and (c) all available previously prepared employment projections of the Planning Department and other agencies.

Potential employment was also distributed throughout the Richmond Planning Area by sub-areas based on the Wilbur Smith Traffic Study Zones (closely tied to census tracts) in order to relate them more closely to land use and land capacities, population projections, and known potential development. The projections in Table 4-q are also based on the assumption that major transportation facilities now planned will be constructed approximately as scheduled, including the rapid transit system and Hoffman and Northwest freeways.

Table 4-s

EMPLOYMENT PROJECTIONS - RICHMOND PLANNING AREA

Category	1965	1975	1990
Contract Construction	3,500	4,300	5,600
Manufacturing	10,900	16,100	21,600
Transportation, Communication & Utilities	3,600	4,600	6,400
Wholesale & Retail Trade	9,800	12,400	18,000
Finance, Insurance & Real Estate	1,200	1,700	2,400
Service	8,900	12,100	17,200
Government	5,400	6,000	8,400
Other	200	300	400
Total	43,500	57,500	80,000

Source: Richmond Planning Department

460 Market Potential for Proposed Redevelopment Areas

In addition to extensive background material on the Richmond economy the Marshall & Stevens report included appraisals of the probable potential market demand for land in the various proposed redevelopment projects, plus an estimated market price for the land. Obviously, since the details of project planning and timing are as yet undetermined, these appraisals are intended only as general guides for future planning.

461 Residential Redevelopment in Proposed Iron Triangle Projects

Since all three of the proposed redevelopment projects in the Iron Triangle area and the downtown project include all or some residential re-use, these four projects are considered together in the potential market for residential redevelopment in the Triangle. Potential demand was estimated by adding up total projected need for housing for population increases to 1975 and to replace demolished units, and them subtracting the number of units already programmed for the downtown project and an estimated number of units to be built outside of redevelopment areas by usual market processes. Other competitive development, particularly that in the south side redevelopment areas, was also considered. On the basis of the above a residual demand to be allocated to the proposed new projects was estimated at 20-25 units per year, or a total of approximately 200 to 250 over a ten year period. This indicated that market demand was not sufficiently strong to support all of the residential use in all three projects. The Portal project was considered as having the most competitive location followed by Lucas Park and West Nevin. If housing in the West Nevin area were developed with some form of subside - such as public housing, a rent supplement program, special FHA (221-d-3) financing or some combination of these, it would become more feasible. Such housing would still compete, however, with housing in the Downtown Project.

In order to serve the projected demand, rental levels and room sizes as projected by Marshall & Stevens are as shown in Table 4-t. Projected land sales figures range from a high of $2.50 per square foot in the Portal Area to $1.50 - $1.75 in Lucas Park and $1.30 in West Nevin. All figures are based on a continued general rise in land prices.

462 Commercial Land Absorption

Potential demand for commercial land was projected for the Portal Area and for the Cutting Blvd. frontage in the Hoffman-I area. For the Portal Project consideration was given to the projected commercial development in the Downtown Project and all others present or projected competitive commercial development in the Planning Area. On this basis no significant need for additional commercial space was projected. However, allowing for a certain amount of demand from transit station users above that already estimated for the more distant downtown project, and considering this project as a necessary extension of the downtown, it was projected that some demand for limited types of commercial use would develop. These uses would be primarily consumer goods and services for transit users, employees in the vicinity, and pedestrians traveling to or through the station site. 76,500 square feet of commercial land was projected as marketable in this area within a short time of the station opening. Approximately the same amount of land was considered as potentially marketable for office, institutional, or similar uses. Projected land sales figures are estimated at about $5.00 per sq. ft. for good frontage sites. For the Hoffman-I area a less precise projection of demand for approximately 2 acres of commercial land was made. Since this project is not expected to reach the land disposition for at least five years, more definite projections were not possible. Reasonably strong demand was foreseen for commercial uses oriented toward freeway users, including automobile service and gasoline stations, restaurants, etc., and also business services oriented toward the light manufacturing and distributing operations expected

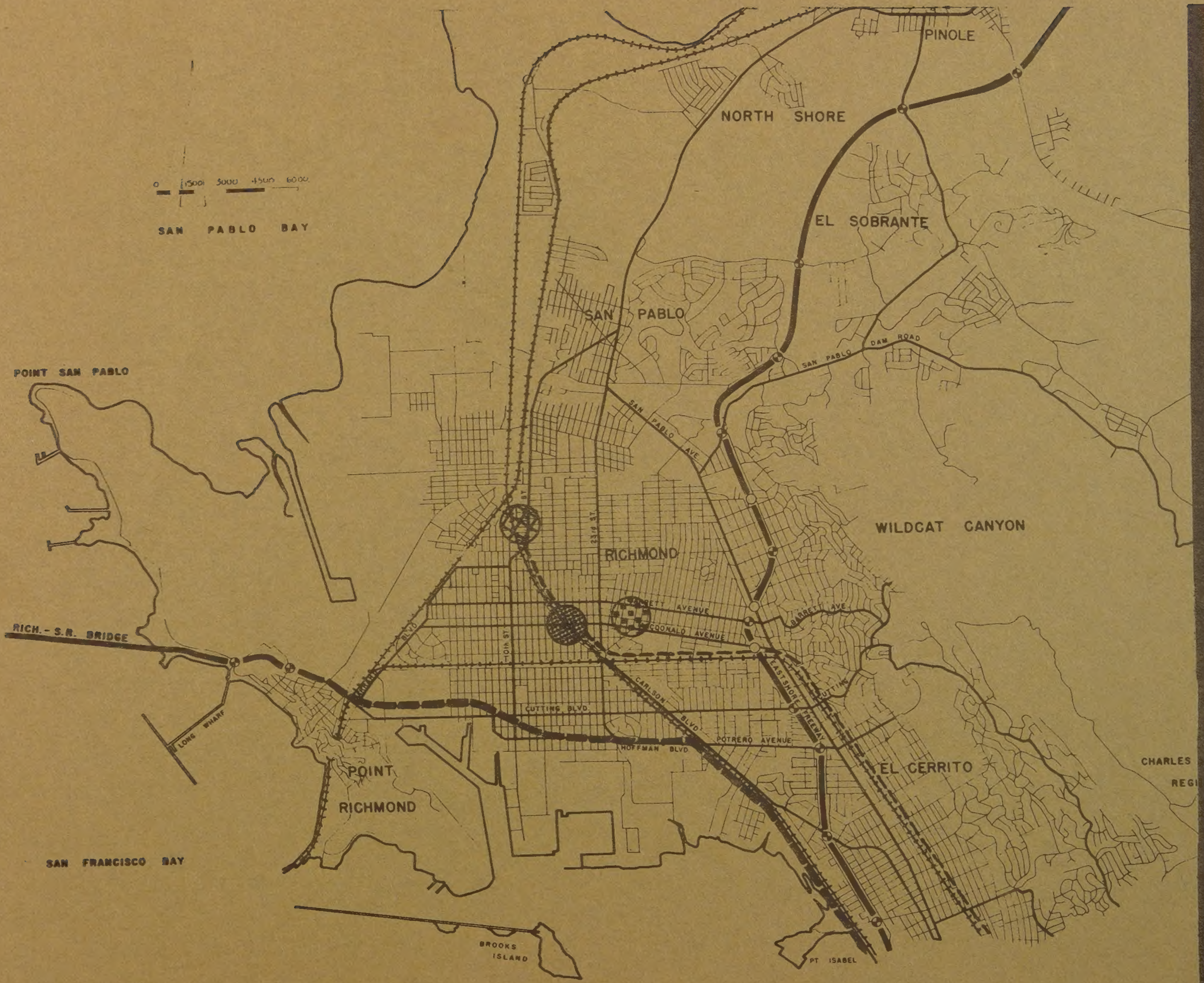
SECTION
500

Detailed Analysis
By Sub-Areas

SECTION 500 - FINAL REPORT

500 Detailed Analysis, by Sub-areas of Richmond

This section contains the more detailed information and recommendations developed by the CRP for each of the thirteen built-up sub-areas of the city and area XIV, the industrial or vacant areas which had to be measured in a different manner (see figure 5-a). Each area is discussed under the major headings "Existing Conditions," "Plans Applying to the Area," "Specific Renewal Problems" and "Recommended Renewal Actions." Accompanying maps portray graphically the information covered in each sub-area analysis. Section 200, "Summary of Recommendations," presents a summary of the major recommendations for greater convenience.


PINOLE
NORTH SHORE
EL SOBRANTE
SAN PABLO
0 1500 3000 4500 6000
SAN PABLO BAY
POINT SAN PABLO
SAN PABLO DAM ROAD
SAN PABLO AVE
WILDCAT CANYON
RICHMOND
23RD ST
10TH ST
BARRETT AVENUE
BARRETT AVE
MCDONALD AVENUE
RICH.-S.R. BRIDGE
LONG WHARF
CUTTING BLVD
CUTTING
CARLSON BLVD
EASTSHORE FREEWAY
POTRERO AVENUE
HOFFMAN BLVD
EL CERRITO
CHARLES
REGI
POINT RICHMOND
SAN FRANCISCO BAY
BROOKS ISLAND
PT ISABEL

BASE MAP

Legend:

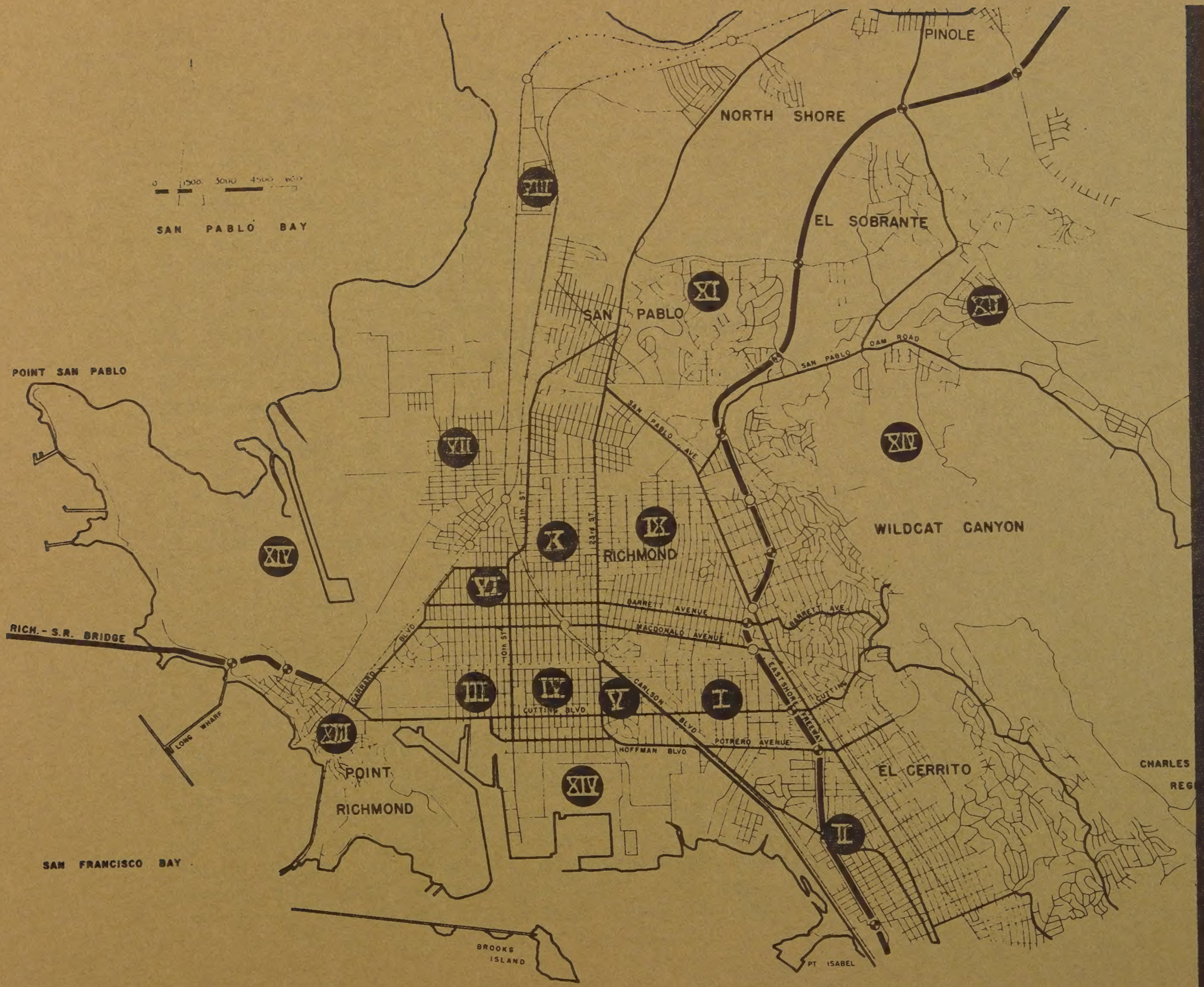
- ⊕ civic center location
- ● BARTD station location
- ⊗ BARTD yard location
- - - - BARTD right-of way
- +++++ major railroads
- ▬▬▬ proposed hoffman freeway

12-65

0 6000

CRP

THE RICHMOND PLANNING AREA


PINOLE
NORTH SHORE
EL SOBRANTE
SAN PABLO
SAN PABLO BAY
0 1500 3000 4500 6000
POINT SAN PABLO
RICHMOND
WILDCAT CANYON
SAN PABLO DAM ROAD
SAN PABLO AVE
13TH ST
23RD ST
10TH ST
GARRARD BLVD
BARRETT AVENUE
BARRETT AVE.
MACDONALD AVENUE
CUTTING BLVD
CARLSON BLVD
POTRERO AVENUE
HOFFMAN BLVD
EASTSHORE FREEWAY
CUTTING
RICH.-S.R. BRIDGE
LONG WHARF
POINT RICHMOND
SAN FRANCISCO BAY
BROOKS ISLAND
PT ISABEL
EL CERRITO
CHARLES REG
I
II
III
IV
V
VI
VII
VIII
IX
X
XI
XII
XIII
XIV
XIV
XIV

LOCATION OF CRP STUDY AREAS

Legend:

- I pullman-granada
- II richmond annex
- III santa fe
- IV coronado
- V boorman
- VI iron triangle
- VII north richmond
- VIII parchester
- IX north & east
- X belding-woods
- XI fairmede-hilltop
- XII de anza
- XIII point richmond
- XIV industrial & open areas

12-65

0 6000

CRP

THE RICHMOND PLANNING AREA

I. EXISTING CONDITIONS

A. Present Land Use

The dominant land use in the area, excluding the redevelopment projects, is single-family residences, with scattered apartments, mostly newer 3-plexes and 4-plexes. There are some scattered bare land sites or sites large enough for apartments (5000 sq. ft.) now occupied by older single residences. These parcels provide potential sites for apartment development.

In the northeast corner of the Pullman area there are two adjacent greenhouse operations, while on the western edge, on Carlson Boulevard, is the former Pullman Shops site. These two large areas represent locations on which major developments might occur.

Within the triangle bordered by Cutting Boulevard, 37th Street, and Carlson Boulevard, are located the Fire Department training center and California National Guard Center. The only neighborhood commercial use within this study area is the small amount at Wall and 37th Street and along Cutting, just east of Carlson. Additional neighborhood commercial is to be developed along Cutting through redevelopment. Buildings in the area are generally well maintained, many evidence considerable pride on the part of their owners. There are some single-family units, however, which show a lack of maintenance and many of the apartments and small commercial buildings are deteriorated or neglected.

B. Present Zoning

The dominant zoning in this area is R-1, single family, which limits development to one-family homes. However, there are a number of scattered areas zoned for other uses. The most important are:

1) M-2, light industrial zoning of the Pullman site. (M-2 zoning excludes residential uses.)

2) C-2, general commercial, zoning on the Cutting Boulevard frontages from Carlson Boulevard to 37th Street. (C-2 zoning permits residential uses.)

3) C-1, neighborhood commercial, zoning in the vicinity of Wall Avenue and 37th Street. (C-1 zoning permits residential uses.)

4) M-1, research and manufacturing, zoning for the greenhouse operations just west of Eastshore Boulevard and north of Wall Avenue. (M-1 zoning excludes residential uses.)

5) All zoning within the redevelopment project has the CD, Controlled Development, provision added to the underlying zone classification.

C. Summary of 1960 Census Data on Population of Housing

The Pullman-Granada Study Area differs from city-wide averages in several respects. The area is roughly 40% white and 60% non-white, with the bulk of the non-white population being Negro. This compares with the City proportion of approximately 80% white and 20% non-white. The average

family size is significantly larger and the percent of population over age 65 is considerably less. The median value of owner occupied homes is slightly higher than the City average (in the redevelopment area the value is considerably higher). The percentage of sound housing, 92%, is slightly higher than the overall City average of 87.9%.

D. Summary of CRP Findings

This area shows minor penalties distributed throughout the area with the Exception of the Plaza Redevelopment area, which has only insignificant penalties in 2 of the 4 blocks, and the area in the vicinity of South Street which has higher penalties. The principal factors causing penalties are the presence of scattered parcels of bare land, old non-residential buildings in fair or poor condition, widespread street and right-of-way deficiencies, and moderate penalties for average assessed value per unit.

The lot area deficiency measurement produced almost no penalty, indicating over-crowding of land is not a serious problem. Many of the original 25-foot lots were combined to make 37.5 or 50-foot lots. Misplacement, or conflicting land use, was very low except for a few special cases such as the Pullman site, the greenhouse operations, National Guard armory, etc.

The 1964 special census, using a random selection of blocks, covered only 3 blocks in the Pullman neighborhood. (The Granada neighborhood was, of course, almost all cleared land at the time.) Although they may not be very representative, the results did indicate that the area residents had lived in the Bay Area for some time (over 2/3 for more than 10 years), but in the Pullman Neighborhood a much shorter time (over 2/3 for less than 5 years). This possibly reflects the in-migration of Negroes to the area in recent years. Those residents interviewed expressed a fairly high degree of optimism concerning the future of the neighborhood with only about a sixth feeling the neighborhood would be worse in 10 years.

E. Study Area Strong and Weak Points

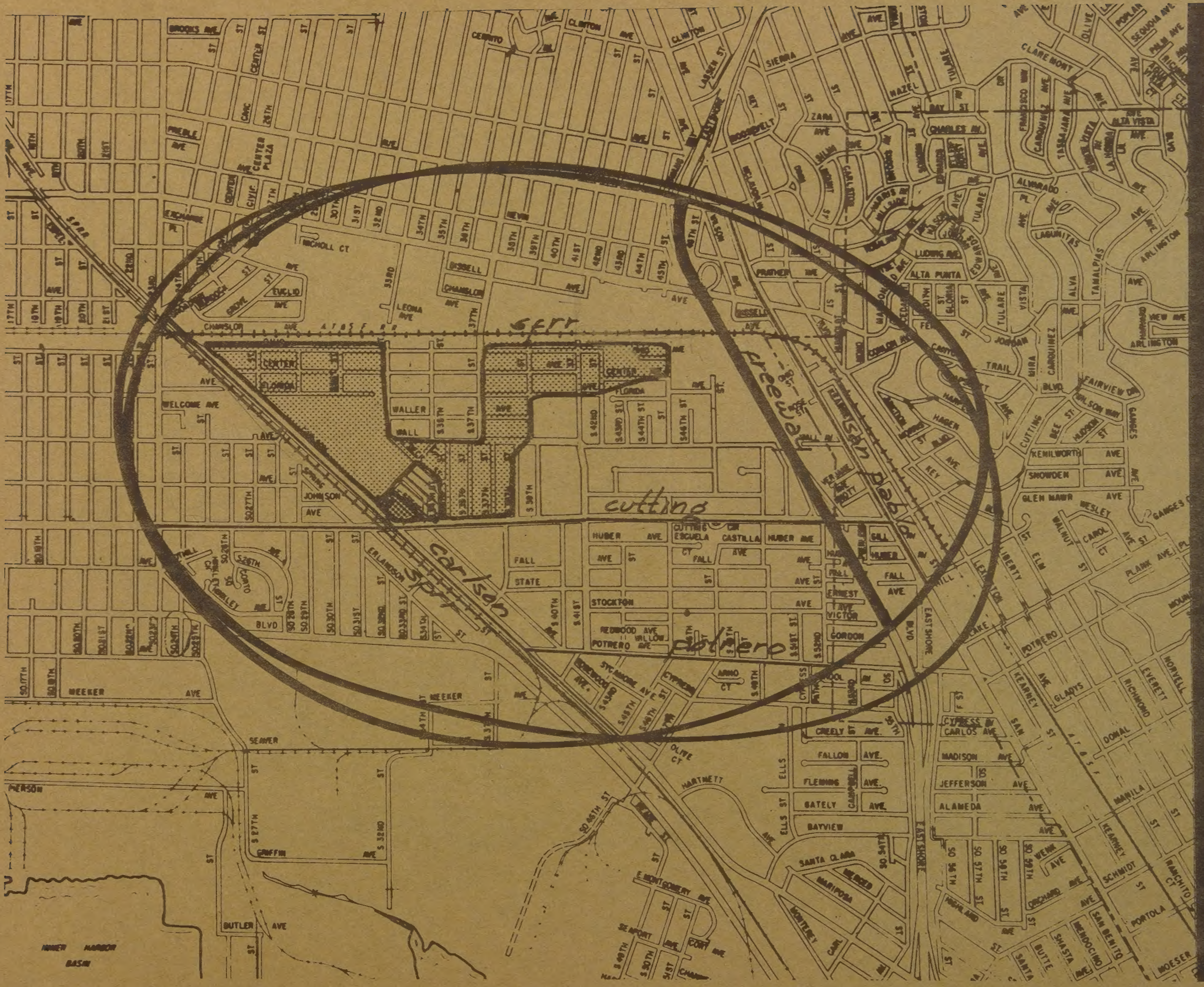
The most significant strong point of this area is simply the fact that it is well-located, fairly well maintained, predominantly single-family area with most necessary community facilities in close proximity. It is an area with good potential as a continuing desirable residential location.

The strongest factors working against this area are the existence of structures already showing signs of deterioration, including older residences, apartments, and commercial buildings, and the presence of public facilities in need of maintenance or improvement.

II. PLANS APPLYING TO THIS AREA

A. General Plan

With the exception of the Pullman site, proposed as commercial, and the commercial area in the Redevelopment project and some public facilities such as schools, parks, etc., the entire area is shown in the General Plan as "Urban Medium Density Residential." This would include single-family development as well as townhouses and apartments. The circulation element of the General Plan indicates that 37th Street should be developed as a major thoroughfare.


sfrr
freeway
san pablo blvd
cutting
carlson
spr
potrero

GENERALIZED LOCATION OF RENEWAL PROBLEMS

Legend:

▨ very serious renewal problems

▨ major renewal problems

▩ moderate renewal problems

░ minor renewal problems

12·65

0 1500

CRP

AREA I PULLMAN-GRANADA

The plan also proposed an area to be devoted to various public uses at the corner of Carlson and Cutting Boulevards. This would include the Fire Department training center, National Guard Center and a proposed new City Corporation Yard. Whether the proposed Kennedy High in the Granada area would replace Ells High School or would be an additional six-year facility, is as yet undetermined.

B. Capital Improvement Program

Other than improvements included within the redevelopment project, the only capital expenditures programmed is the improvement of 37th Street from the Santa Fe railroad to Wall Avenue.

C. Recreation and Parks Plan

The Recreation and Parks study indicates that both the Pullman and Granada areas have sufficient park facilities at both the neighborhood and district levels as a result of facilities included in the redevelopment project.

D. Plans for Major Developments

Rapid Transit. The BART route follows the Santa Fe tracks at the northern edge of the Pullman neighborhood. This location will tend to further separate this area from the area to the north unless careful provision is made for ways to break through the barrier. The nearest station will be at Cutting and San Pablo Avenue in El Cerrito.

Potrero Redevelopment Project. When completed this development will include a neighborhood shopping area at 37th Street and Cutting (south side), a high school, and a variety of housing types.

III. SPECIFIC RENEWAL PROBLEMS

Specific renewal problems in this area include:

1) The fragment of El Cerrito lying west of the Eastshore Freeway. (See Study Area II.) This property has been subdivided although the land is largely undeveloped and is now in scattered private ownership.

2) The site of the old Pullman shops is now zoned for highly permissive industrial use and presents a continuing threat to the residential character of the area.

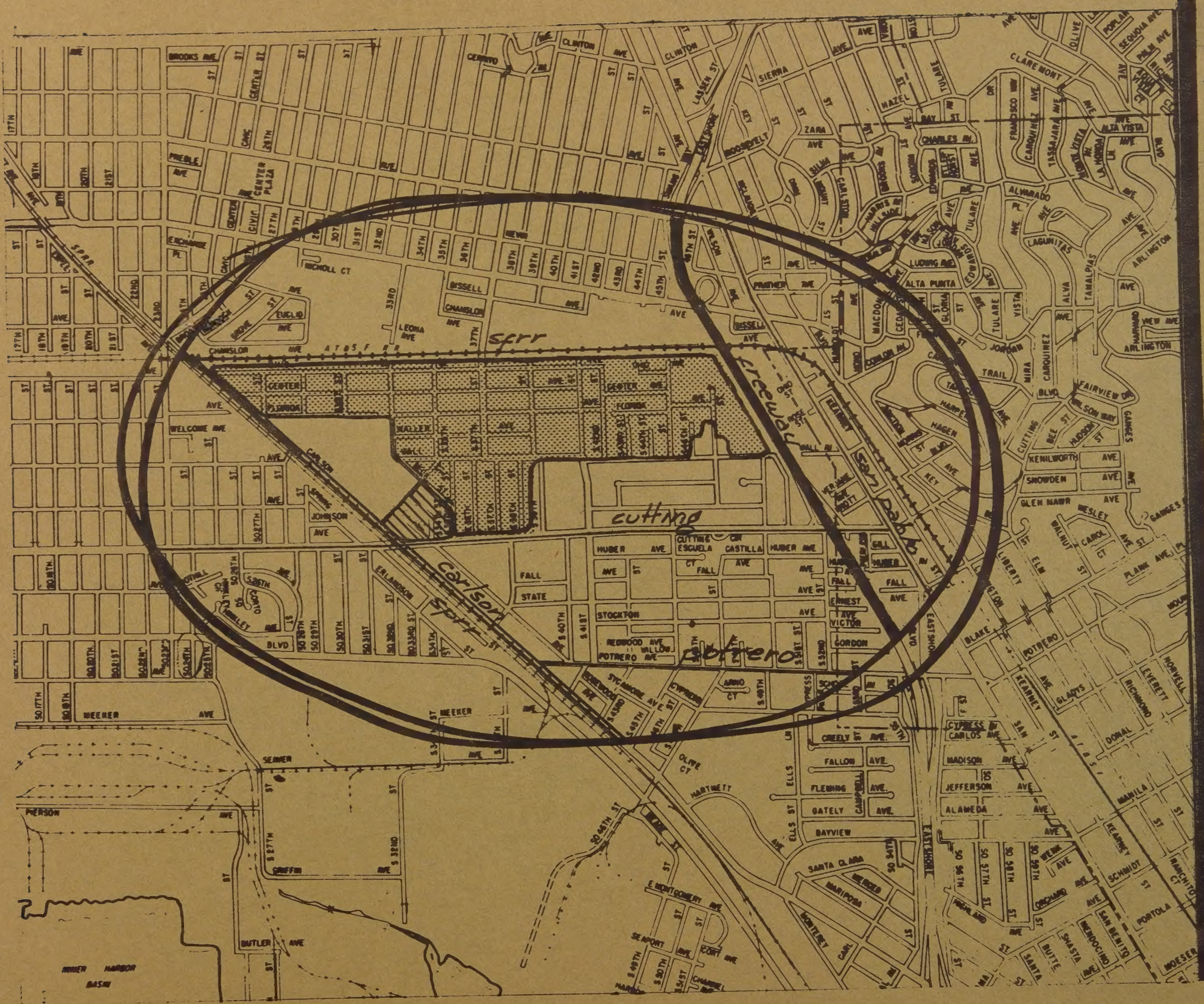
3) There are scattered spots of commercial and industrial zoning which do not serve any present need in the area and create the possibility of future undesirable uses.

4) The area southeast of the Pullman site is in significantly poorer condition than the surrounding area.

5) Drainage in the northeast corner of the area is a severe problem.

6) There is no good connection from the Pullman neighborhood across the SFRR to Nicholl Park, Ells High School, the "Y" youth center, St. Cornelius School, etc.

7) There are poorly maintained structures scattered throughout the area, with occasional concentrations of a half block or so in some spots.


sprr
freeway
cutting
carlson
sprr
potrero
sprr

PRELIMINARY PROPOSALS FOR RENEWAL ACTION #1

Legend:

- ░ downtown redevelopment project
- ▨ proposed redevelopment project
- ▨ proposed federally-assisted code enforcement area
- ▦ other proposed special code enforcement area
- ░ continued present level of code enforcement

12·65

0 1500

CRP

AREA I PULLMAN-GRANADA

8) The new development in the redevelopment areas must be integrated into the existing developments and vice-versa. This includes social integration as well as visual and physical integration.

9) Street stubs along the Santa Fe railroad tracks and in the vicinity of the greenhouses are poorly maintained.

10) The possibility of construction by Contra Costa County of a parking lot for County employees south of the Santa Fe right-of-way.

IV. RECOMMENDED RENEWAL ACTION

1) Cooperate with the city of El Cerrito in any attempt to annex to Richmond that area west of the Eastshore Freeway in the vicinity of Potrero Avenue now in El Cerrito and to annex to El Cerrito the part of Richmond east of the Eastshore Freeway and south of the Santa Fe Railroad (proposed "land exchange" - see also Richmond Annex Study Area No. II). Any annexation proposed should include recommendations for control of development in vacant areas adjacent to the Potrero Redevelopment project to insure reasonable compatibility with project development.

2) In accordance with the recommendations of the Planning Commission the Pullman site should be rezoned to M-1 Industrial. Related to such rezoning should be a proposal to eliminate, if possible, the Pullman spur from the Santa Fe railroad. The small piece of M-2 zoning at the northeast corner of Carlson Boulevard and Ohio Avenue should be rezoned to residential use.

3) Every effort should be made to discourage any intrusion into the residential area of non-residential uses, such as the proposed County parking lot.

4) All small areas of commercial zoning should be reviewed to determine whether or not they can be rezoned to a residential category.

5) The BART plans to relocate the drainage ditch in the northeast part of the area in connection with its construction there. This ditch should be covered at the same time. Also, the Planning Commission should prepare a recommendation for future development of the area now blighted by the ditch.

6) Suitable pedestrian connections across the Santa Fe and BART tracks at 33rd Street and 45th Street, coupled with improvement of drainage in these areas, should be constructed in coordination with BARTD.

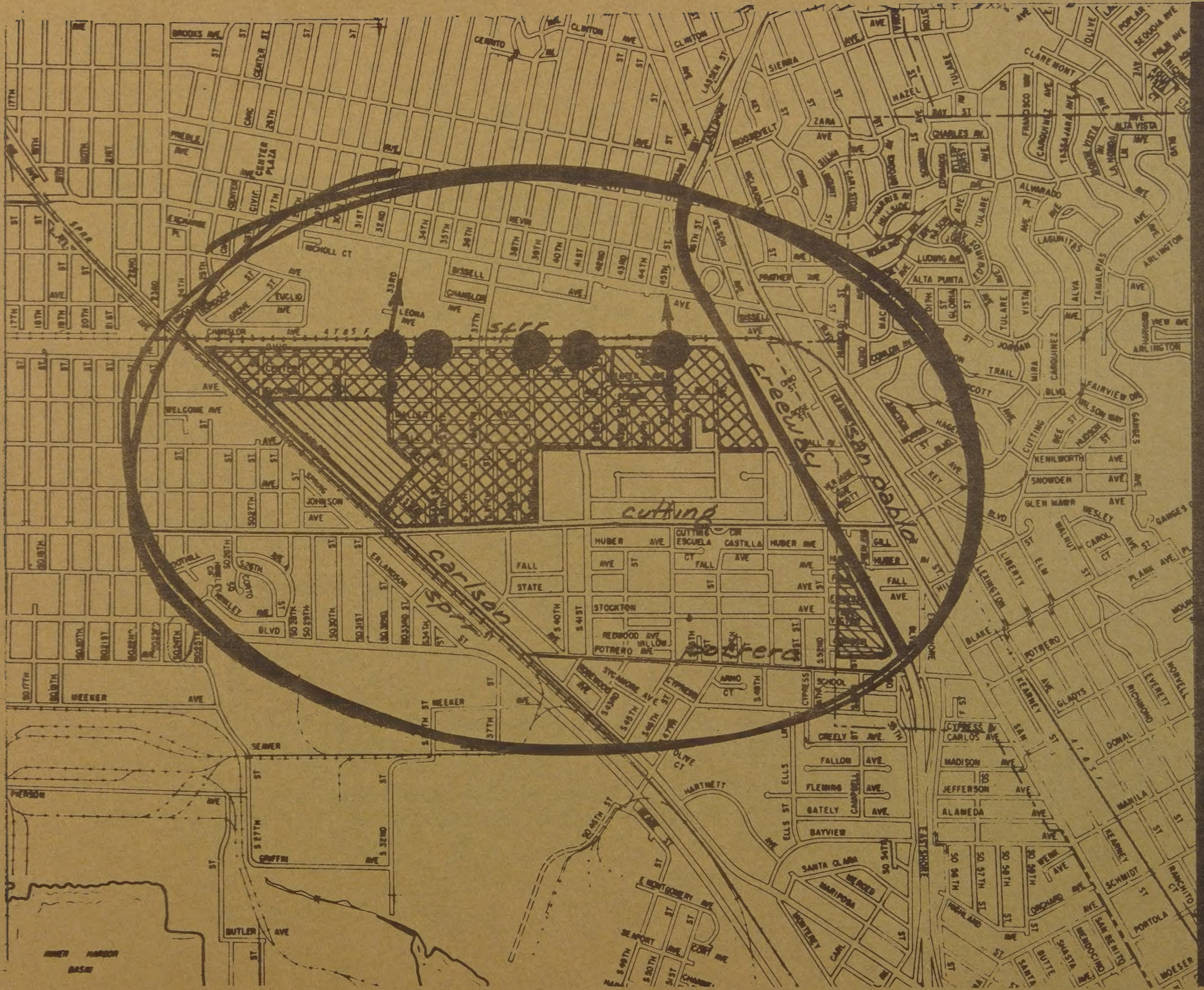
7) Continue the present level of enforcement of the City Housing Code.

8) Continue City and Public utility programs of systematic maintenance and upgrading of facilities, for example, improvement for public use of street stubs, street resurfacing, increased street lighting, etc.

9) Attempt to integrate the new development of the Potrero Project for the existing Pullman area. This could include physical or visual factors (such as carrying street surfacing, tree planting, design of light standards, elimination of overhead wiring, etc., across project boundaries) and social factors (particularly development of combined neighborhood groups based on schools, churches, and the neighborhood councils).

10) The actions recommended in the local area plan for the Pullman neighborhood prepared by the Planning Commission.

PRELIMINARY PROPOSALS FOR RENEWAL ACTION #2


strr
freeway
san pablo
cutting
carlson
sprr
potrero

Legend:

▨	areas proposed for extensive minor public improvements
▧	sites with critical development potential
▲	critical park and recreation development
★	special planning/design study areas
●	street and right of way problems
▩	unsightly strip commercial development
▬ ▬	north richmond bypass

12·65

0 1500

CRP

AREA I PULLMAN-GRANADA

I. EXISTING CONDITIONS

A. This area is predominantly single-family residential in character with, however, a wide scattering of small apartments. The original subdivision and development dates back 40 or 50 years, but building activity of a fill-in or replacement nature has continued to the present. With few exceptions, buildings are substantial and fairly well maintained.

With the exception of auxiliary residential uses such as schools, parks, churches, etc., non-residential land uses are limited to the commercial strip along San Pablo and office uses and service stations.

B. Present Zoning

The predominant zoning in this area is R-1, single family, with the following significant exceptions:

1) R-2, medium density apartment, in the triangular area northwest of the Eastshore Redevelopment project and in the area north of Bayview between the freeway and San Pablo Avenue. There is also R-2 zoning in strips bordering the freeway right of way, on both sides of Carlson from Santa Clara to Bayview Avenue and behind the commercial zoning (C-2) fronting on San Pablo Avenue.

2) Within the Eastshore Redevelopment project there is some R-3, high density high-rise (6-8 stories) apartment zoning.

3) Commercial zoning is located along San Pablo in small neighborhood shopping areas, in the Eastshore Redevelopment project, and a few other places.

4) There is a strip of varying depth of M-2 industrial zoning along the Southern Pacific railroad right-of-way (paralled to Hoffman Boulevard and Carlson Boulevard).

Since R-2 zoning permits 4 units/5000 square feet of lot area, numerous small apartment buildings have been built in those areas so zoned. For the most part development, zoning, and the General Plan are in close accord, except that the M-2 zoning north of Central Avenue conflicts with the Plan and the trend toward apartment development in this area.

C. Summary of Census Data in Housing and Population

Within the Richmond Annex Study Area, the northern part above Bayview and west of the freeway is sufficiently different from the remainder in population and housing characteristics to require that it be considered separately.

The southern part of the area consists mostly of white families of slightly higher median age than for the City. In addition, incomes are approximately $800 per year above the city median and the median value of owner occupied housing units is $2,500 above the median for the City, reflecting both higher quality and better condition. This area in 1960 contained approximately 9 per cent of the population of the City. Records of the Building Division show that between 1960 and June 1964 there were 178 housing units added to this part of the study area indicating a population increase of approximately 570 persons.

The northern part of the Annex area encompasses the Eastshore Park redevelopment project. Census figures for 1960 do not reflect current conditions in this area since at that time much of the redevelopment area was still cleared land. Census data does show the area in 1960 to have been 85% Negro with a total population of 1060. From 1960 to June 1964, 246 housing units were added. The average population per household in 1960 was 4.55 persons. Assuming this same household size in 1964 the area would have experienced an increase of approximately 1120 persons for a 1964 total of 2180. In view of the redevelopment action taking place in the project portion we can assume a higher percentage of sound housing units in 1964 than the 92% given for 1960. Precise data on the racial composition is not available but the percentage of Negroes is believed to have decreased since 1960 due to the interracial character of the redevelopment housing.

D. SUMMARY OF CRP FINDINGS

Generally the Annex area shows rather low penalties, however, there are several scattered areas with significant signs of need for renewal action. In summary, misplacement problems are minor and scattered, as are non-residential building problems. Street and right of way conditions are generally below standard but are not grossly inadequate.

The most prevalent problems are:

1) The presence of moderate amounts of scattered bare land, particularly in the triangular area between Carlson, Potrero, and 47th Street, and in the area north of Burlingame and east of the freeway. There is also some bare land zoned M-2 in larger tracts near the Southern Pacific tracks;

2) Slight, but widespread, lot area deficiency, usually resulting from small lot, older, land subdivision and the presence of multi-family units in areas predominantly single-family;

3) Assessed value per unit is comparatively low, expecially in the Columbia Street area, the triangle of older development in the northwest corner, the area west of Carlson Boulevard and the Eastshore Freeway and the area north of Bayview, east of the freeway.

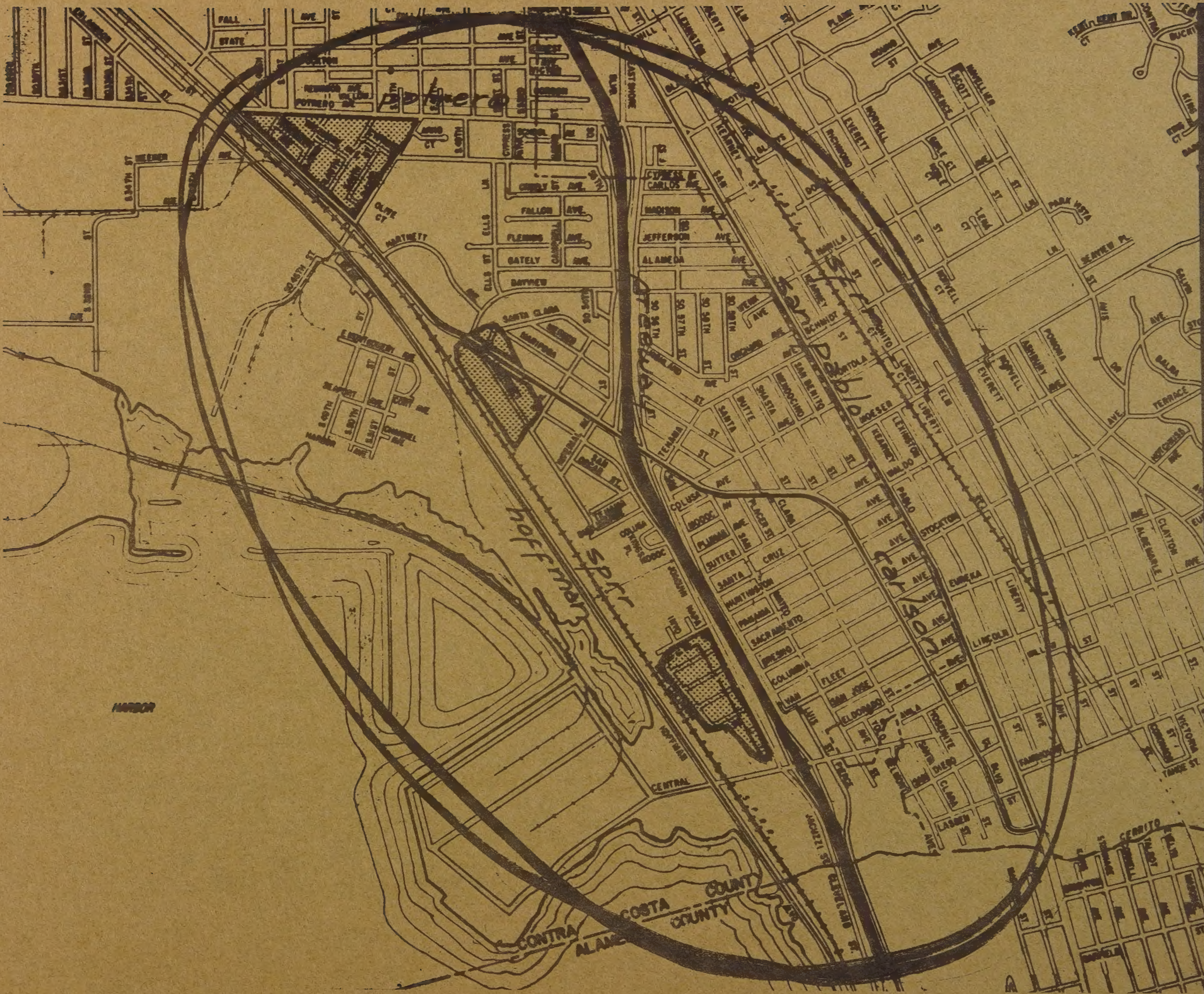
The census of housing data indicates a slight degree of deterioration scattered throughout the area, with a significant amount only in the northwest triangle area and the area east of the freeway and north of Bayview. The September 1964 special census covered 200 residents in 14 blocks. Two-thirds of those interviewed felt that their neighborhood would be about the same or better in 10 years, one-sixth thought it would be worse, and one-sixth had no opinion.

The data on length of residence in the neighborhood and in Richmond indicate that the neighborhood has a fairly stable population with no serious problem of transiency.

E. NEIGHBORHOOD STRONG AND WEAK POINTS

The neighborhood's strong points include: 1) relative stability, 2) minimum of physical problems, 3) good location in relation to transportation, places of employment and services, 4) comparatively favorable topography with some good Bay view areas, 5) minimum of intrusion of incompatible uses, and 6) adequate school and park facilities either constructed or programmed.

The weak points are: 1) general lack of "cohesiveness" in the area, i.e., it is fragmented by freeways,


potrero
hoffman
SP rr
San Pablo
carlson
HARBOR
CENTRAL
CONTRA COSTA COUNTY
ALAMEDA COUNTY

GENERALIZED LOCATION OF RENEWAL PROBLEMS

legend:

▨ very serious renewal problems

▨ major renewal problems

▩ moderate renewal problems

░ minor renewal problems

12·65

0 1500

CRP

AREA II
RICHMOND ANNEX

topography, political boundaries, etc., 2) scattered problems of deterioration or obsolescence, 3) in certain areas, excessive bare land, 4) presence of areas not in the City of Richmond which have a detrimental affect on adjacent areas.

II. PLANS APPLYING TO THIS AREA

A. General Plan

The Richmond General Plan calls for residential and related uses for this area predominantly at Urban Low Density (single-family, duplex and garden apartment, 8-10 units per net acre). Medium density apartment development is proposed for the redevelopment area and the triangular area northwest of it, as well as along Carlson, east of the freeway. Higher density apartment development is indicated along both sides of Central Avenue west of Carlson Boulevard. Industrial park type development is proposed only for the area south of Central and west of the Eastshore Freeway. Commercial services will be provided in the redevelopment area and along San Pablo Avenue.

B. Capital Improvement Program

With the exception of the recreation and park facilities listed under "C" below, the only specific improvement programmed for this area is the reconstruction of Carlson Boulevard from Van Fleet to Bayview in 1968-1970.

C. Parks and Recreation Plan

There are 6 projects proposed for this study area in the 5-7 year or "short range" category of the Recreation and Parks Master Plan (February 1964). They include:

Balboa Elementary School Park)
Highland Park and Overlook) Neighborhood
Highland Stub & Freeway Park) Facilities
Joint Richmond-El Cerrito Park)

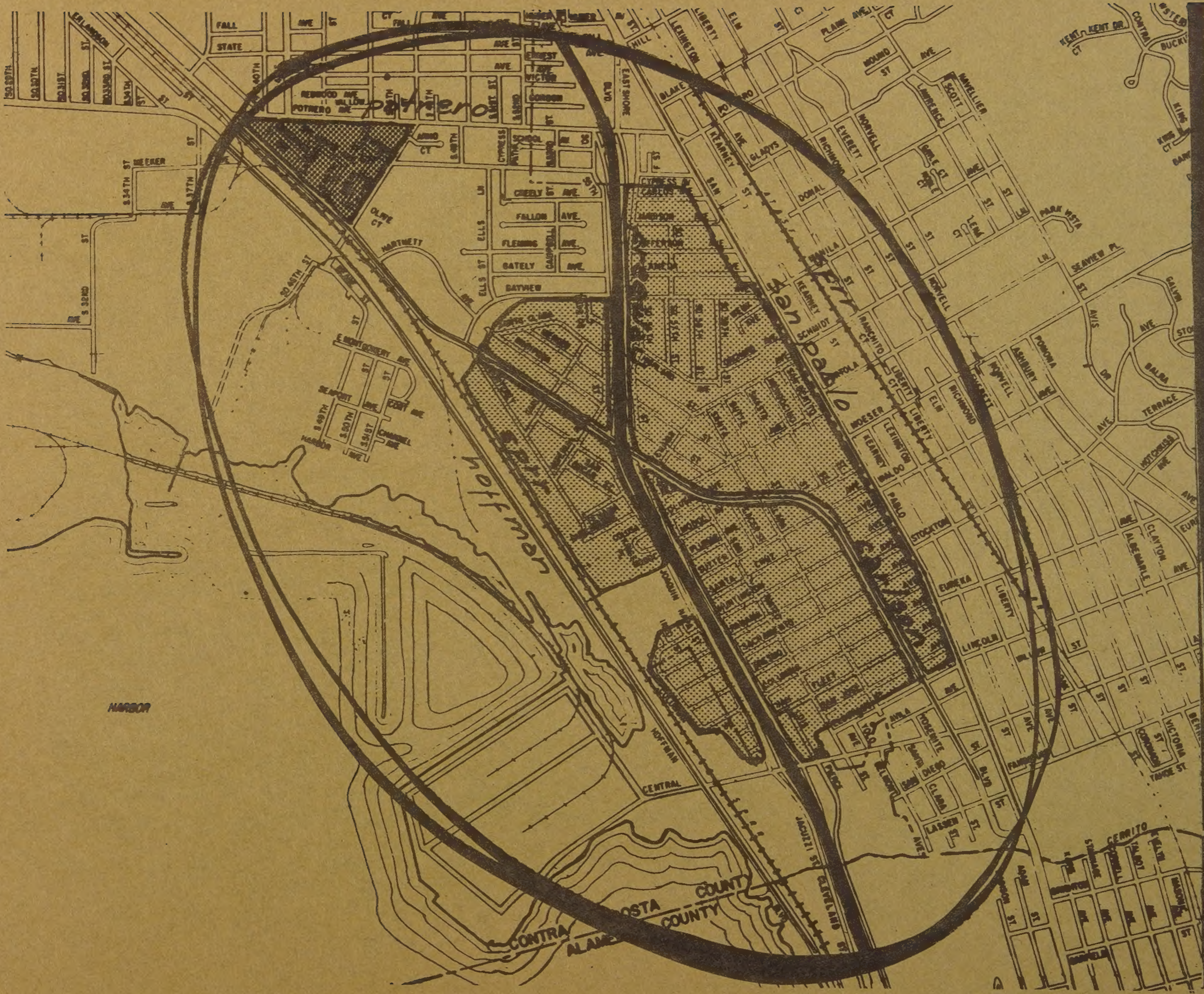
Eastshore District) Southeast Richmond
Monterey District) District Facilities
(playfields)

All of these facilities are included in the 1965-70 Capital Improvement Program; however, development will depend on availability of funds, probably through a bond issue.

D. Plans for Major Developments

1) Hoffman Freeway

The State of California plans a freeway link from the Richmond-San Rafael Bridge to Albany and Alameda County. This route will follow the present Hoffman Boulevard alignment and will provide a connection with the Eastshore Freeway in Albany and probably interchanges at Central, Bayview Avenue and Potrero Avenue. The positive effects of this freeway will be to improve the already good accessibility of the area and to further define the area's western edge. The negative effects will be the increase of traffic on interchange streets and generally throughout the area; the impact of the noise and dirt from the freeway on land immediately adjacent; and further separation of the area from any direct contact with the Bay.


potrero
POTRERO AVE
San Pablo
hoffman
HOFFMAN
CENTRAL
HARBOR
CONTRA COSTA COUNTY
ALAMEDA COUNTY
CLEVELAND ST
CARLSON
FALL
STATE
EASTSHORE BLVD
LIBERTY
ELM
KEARNEY
RICHMOND
NORVELL
STOCKTON
EUREKA
LINCOLN
VICTORIA
CERRITO

PRELIMINARY PROPOSALS FOR RENEWAL ACTION #1

Legend:

- ▦ downtown redevelopment project
- ▧ proposed redevelopment project
- ▨ proposed federally-assisted code enforcement area
- ▩ other proposed special code enforcement area
- ░ continued present level of code enforcement

12.65

0 1500

CRP

AREA II
RICHMOND ANNEX

2) Bay Area Rapid Transit

The BART District is now acquiring land for construction of the rapid transit line on the Santa Fe railroad right-of-way, through El Cerrito. This line will have two stations serving these neighborhoods--one just north of the El Cerrito Plaza Shopping Center (at Fairmont Avenue) and one just south of Cutting Boulevard. Since most of this area is within one mile of one of these stations it is probable that there will be pressure to increase residential densities.

3) Eastshore Park Redevelopment Area

When completed, this development will include neighborhood shopping facilities along with additional higher density apartment units on Carlson Boulevard.

III. SUMMARY OF SPECIFIC RENEWAL PROBLEMS

Specific problems include:

1) Nature of future development of the Stege area, bordered by 47th Street, Potrero and Carlson.

2) Presence of fragment of El Cerrito west of the Eastshore Freeway and adjacent to the Potrero and Eastshore Redevelopment areas.

3) General need to maintain existing value of residential development.

4) Need to maintain and improve streets, curbs and gutters, street lights and other public facilities.

5) Mixed land uses and unsightly appearance of area bordering Central Avenue (partially in Richmond and partially in El Cerrito).

6) The presence of a small island of unincorporated land which is in significantly worse condition than the remainder of the Annex area.

IV. RECOMMENDED RENEWAL ACTIONS

1) If feasible, annex the island of unincorporated territory to the City of Richmond. If not feasible, work with Contra Costa County to improve conditions in the area through enforcement of housing code, upgrading of maintenance of public facilities, etc.

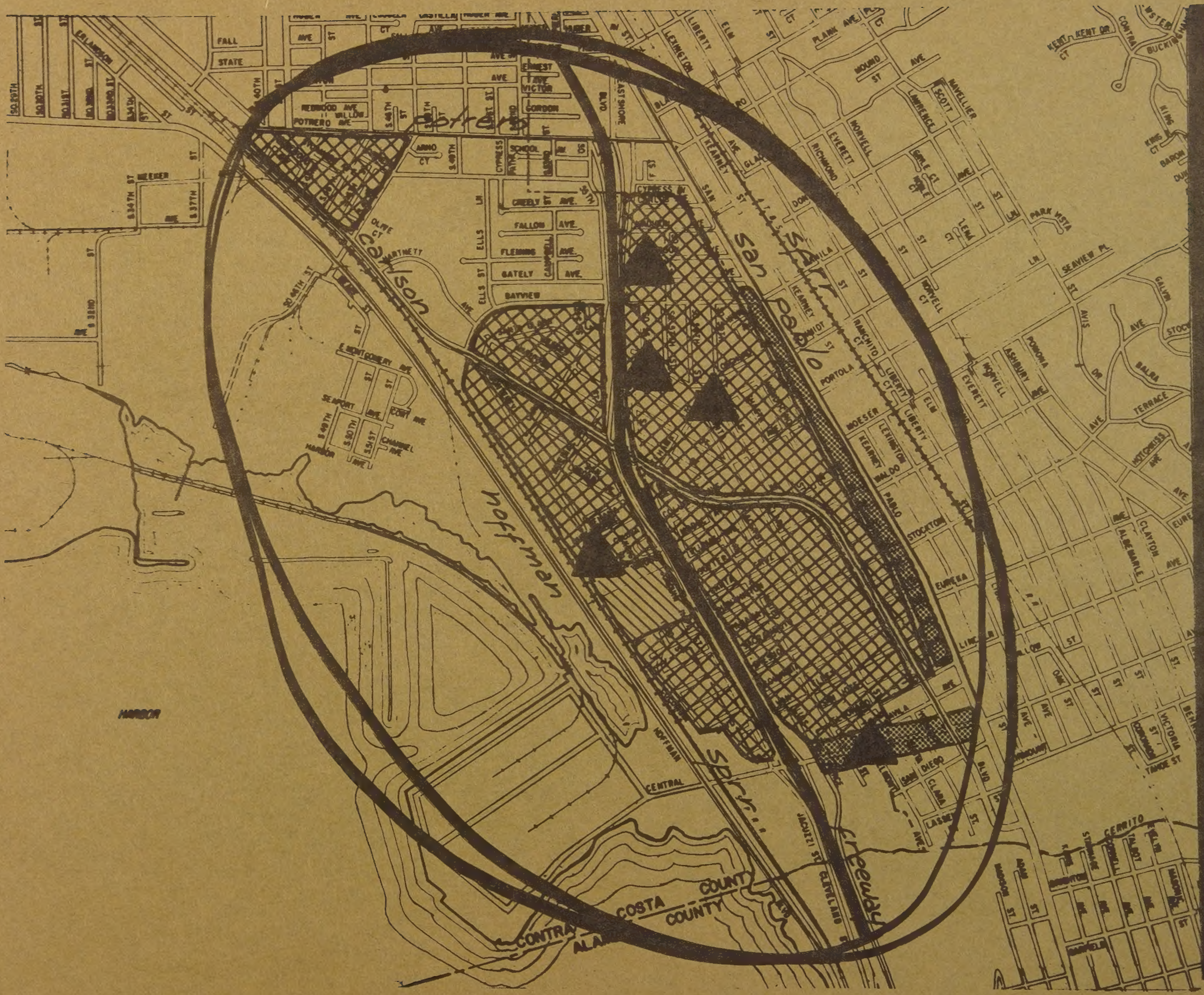
2) Cooperate with the City of El Cerrito in an effort to annex to Richmond that area west of the Eastshore Freeway in the vicinity of Potrero Avenue and now in El Cerrito, and to annex to El Cerrito the area in Richmond east of the freeway and south of the Santa Fe railroad (proposed "land exchange", see also Pullman-Granada Study Area No. I).

3) Cooperate with the City of El Cerrito in efforts to coordinate land use planning, zoning, and public improvements in the vicinity of Central Avenue between Hoffman Boulevard and San Pablo Avenue.

4) Review and, when appropriate, revise zoning to reflect General Plan proposals, including elimination of pockets of commercial or industrial zoning which are no longer appropriate.

5) Continue the present housing code enforcement level in the area except that a more concentrated code enforcement program should be undertaken in the Stege area, so that it remains compatible with the surrounding redevelopment areas. Prior to such a program the area should be rezoned from R-2 to a lower density residential classification.

PRELIMINARY PROPOSALS FOR RENEWAL ACTION #2


potrero
carlson
hoffman
San Pablo
SPRR
freeway
HARBOR
CENTRAL
CONTRA COSTA COUNTY
ALAMEDA COUNTY

Legend:

▨ areas proposed for extensive minor public improvements

▧ sites with critical development potential

▲ critical park and recreation development

★ special planning/design study areas

● street and right of way problems

▦ unsightly strip commercial development

▬ ▬ north richmond bypass

12·65

0 1500

CRP

AREA II RICHMOND ANNEX

6) Continue city and public utility programs of systematic maintenance and upgrading of facilities.

7) Develop as proposed the Recreation and Parks Commission short-range projects recommended for this area in their Master Plan.

I. EXISTING CONDITIONS

A. Present Land Use

The dominant land use in the area is residential although the fringes of the area are very mixed, containing light industrial and commercial areas. The residential areas are, in turn predominantly single family, but contain numerous duplexes and small apartments. Most of the development is relatively new; i.e., post war, and represents use of sites cleared of temporary war housing. Much of this cleared land is still undeveloped and as long as it remains in poorly maintainedscattered sites, represents a blighting influence on the area. Some of the bare land in the southwest quadrant of the Santa Fe area is part of the right-of-way of the Hoffman Freeway and is State owned. The State is gradually purchasing this land but apparently does not plan to begin construction for at least seven years. There is also apparently some limitation on development in the blocks between 2nd and 3rd Streets pending a decision on whether the Northwest Freeway will run there or along Garrard Boulevard.

Buildings in the area vary widely as to quality of construction and maintenance. Most of the new apartments are of the typical, minimum standards type found throughout the south side and are both poorly maintained and mistreated by their tenants. With the exception of some of the newer industrial buildings on Ohio Avenue, non-residential buildings are in either fair or poor condition.

B. Present Zoning

The Santa Fe area was recently (December 1964) rezoned from R-2 to R-1, single-family, 5000 sq. ft. lots. The Planning Commission recommendation had been for a higher density than this, as provided in a new zoning classification of R-MD (residential-medium density), but the City Council in response to residents of the area rejected this in favor of single-family. Zoning on Cutting Boulevard is C-2 commercial, and between First Street and the middle of the blocks between 2nd and 3rd Streets, it is M-1, light industrial. The north side of Ohio Avenue is M-2 and the south side is variously M-2, M-1, and C-1. A proposal to change the zoning on the south side of Ohio to residential was recently rejected by the City Council.

The effect of the zone change to R-1 is to limit development of the remaining vacant land within the interior of Santa Fe to single-family residences, thus stopping the construction of four-plexes. (Note: Construction of apartments was first curtailed by a tightening of standards in August, 1961, and then was halted by a moratorium on all but single-family construction in December, 1962. The R-1 zoning reflected the residents' desire to make the moratorium permanent.)

C. Summary of Census Data on Population and Housing

The population of this study area, comprising approximately 2.3% of the population of the City, can be described as predominantly young Negro families of larger size than the City average and earning less than the City average income. The percentage of unsound housing units is slightly greater than that for the City. The percentage of rental units is

significantly greater; the mediun value of the owner-occupied units is slightly less than the median for the City. Since December 1962 only single-family units have been permitted to be built in the area, and Building Department records indicate there has been a net increase of 21 single-family units from that date to June, 1964.

D. Summary of CRP Findings

This study area shows a very mixed pattern of penalties, with individual block totals ranging from moderate to very high. The most significant sources of penalties are the scattered bare land parcels throughout the area and the low average assessed value per unit (although there is a full range of blocks, from zero to maximum penalty on this count). Street and right of way conditions are uniformly below standard but are not extremely serious. Where there are non-residential buildings they are generally beyond the mid-point of the structure's expected life and are in fair to poor condition. Exception should be made for the small new industrial buildings along Ohio Avenue. The misplacement index indicates that conflicts between different land uses are minor in the interior of the study area but are severe in the fringe blocks. The lot area deficiency index indicates that overcrowding of land is not a problem in this area. The September, 1964 population survey indicates that a high percentage of Santa Fe residents are newcomers to the neighborhood but have lived in Richmond for ten or more years. This probably reflects the relative newness of the development of former war housing sites. Opinion of the neighborhood's future was generally favorable, with 1/3 of those who responded feeling the area would be better and 2/3 feeling it would be the same. Only 1% of the respondents felt the area would be worse.

E. Study Area Strong and Weak Points

The Santa Fe area has one of the most advantageous locations for residences in Richmond since most of it is within easy walking distance of the downtown and is also close to Galvin Industrial Park, Kaiser Hospital, and other centers of employment. Most of the residential structures are in either good condition or can be brought up to an adequate level. The study area has an active citizens' group and has a local area plan prepared and adopted by the Planning Commission.

T This study area has certain weak points. One of the more serious is the carry-over of some of the stigma attached to the south side before and during the war housing era. In addition, the right-of-way of the Hoffman Freeway, which will not be built for at least seven years, and of the Northwest Freeway, which is still awaiting a final decision, introduce uncertainty into development within the area.

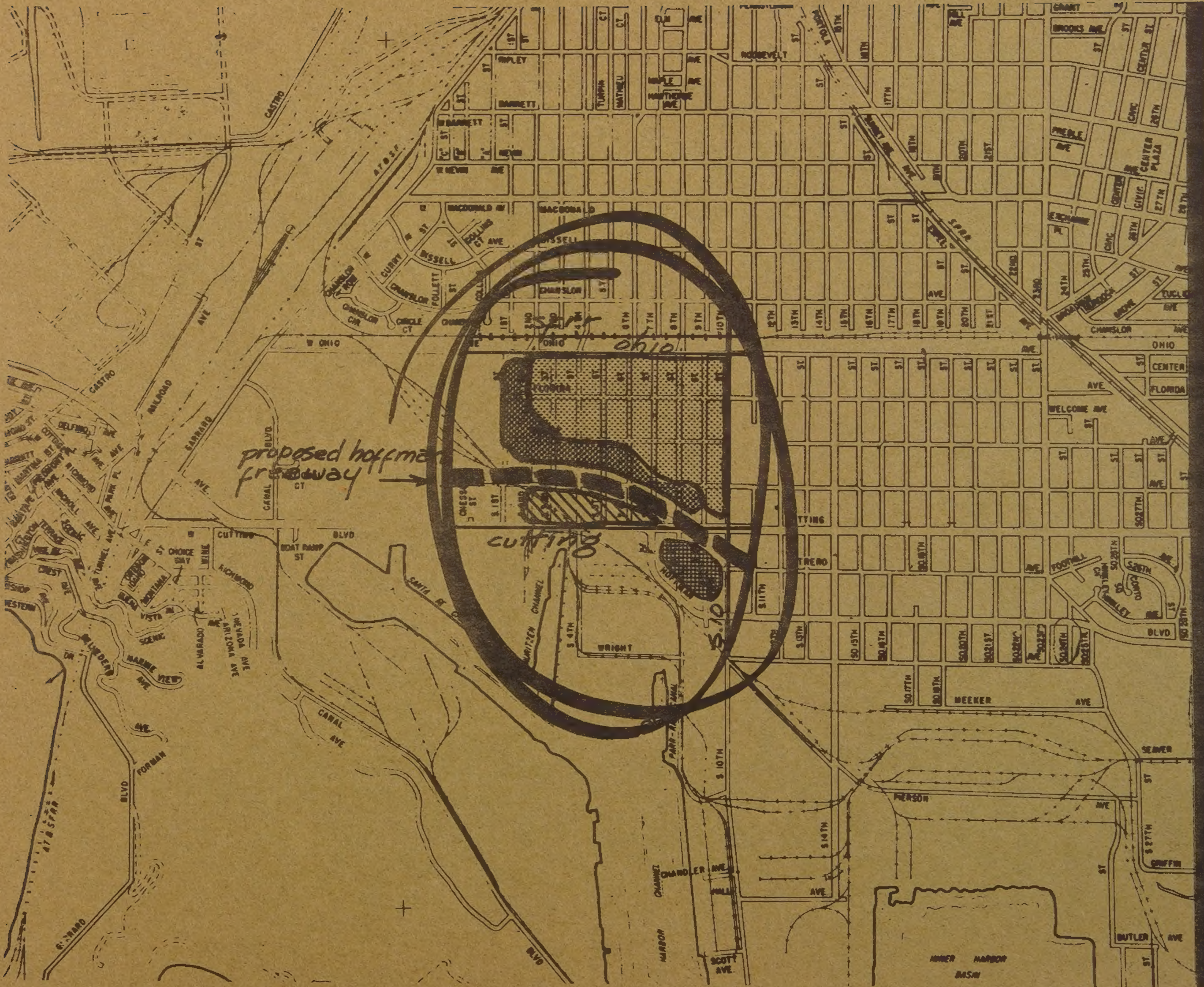
II. PLANS APPLYING TO THIS AREA

A. General Plan

The Richmond General Plan recommends that the Santa Fe area be urban medium density development north of the proposed Hoffman Freeway and industrial to the south. The Planning Commission has adopted a Local Area plan for this neighborhood which makes much more detailed proposals. (See Sec. B below.)

B. Local Area Plan

This plan, adopted in the fall of 1964, examines this area in detail and makes proposals for actions to be carried out in three stages--immediately (within two years), short-range (within approximately


proposed hoffman freeway
ohio
cutting
S. 10
OHIO
CUTTING BLVD
POTRERO
WRIGHT
MEEKER AVE
PIERSON
SANTA FE CHANNEL
INNER HARBOR BASIN
CASTRO
GARRARD BLVD
CANAL BLVD
MACDONALD AVE
BISSELL
CHANSLOR

GENERALIZED LOCATION OF RENEWAL PROBLEMS

Legend:

▨ very serious renewal problems

▨ major renewal problems

▩ moderate renewal problems

░ minor renewal problems

12·65

0 1500

CRP

AREA III SANTA FE

ten years), and long-range (within twenty to twenty-five years).

The Santa Fe plan is based on the assumption that the Northwest Freeway will eventually be built between 2nd and 3rd Streets, although there is now some possibility it will be located approximately along Garrard Boulevard.

The major features of the plan are as follows:

1) Better identification of the area through a) definition of boundaries; b) limiting and identifying entrances; c) improving the appearances and feeling of being within the area by creating a sense of enclosure.

2) Minimizing of adverse effects of freeways.

3) Development of urban design elements (such as a neighborhood center or other focal point with some identifying landmark).

4) Separation of incompatible land areas.

5) Establishment of landscaped buffers around residential areas.

6) Development of a variety of housing types, including detached single-family and town houses, and apartments.

7) Development of adequate access to, and space for, community facilities, including schools and public open space.

8) Establish better ties to adjoining residential areas.

9) Improve internal traffic circulation.

10) Coordinate development of the study area with construction of the freeway.

C. Capital Improvement Program

One street project affecting this area--reconstruction and widening of 10th Street from Hoffman Boulevard to Bissell Avenue--is included in the Capital Improvement Program for the next 5 years.

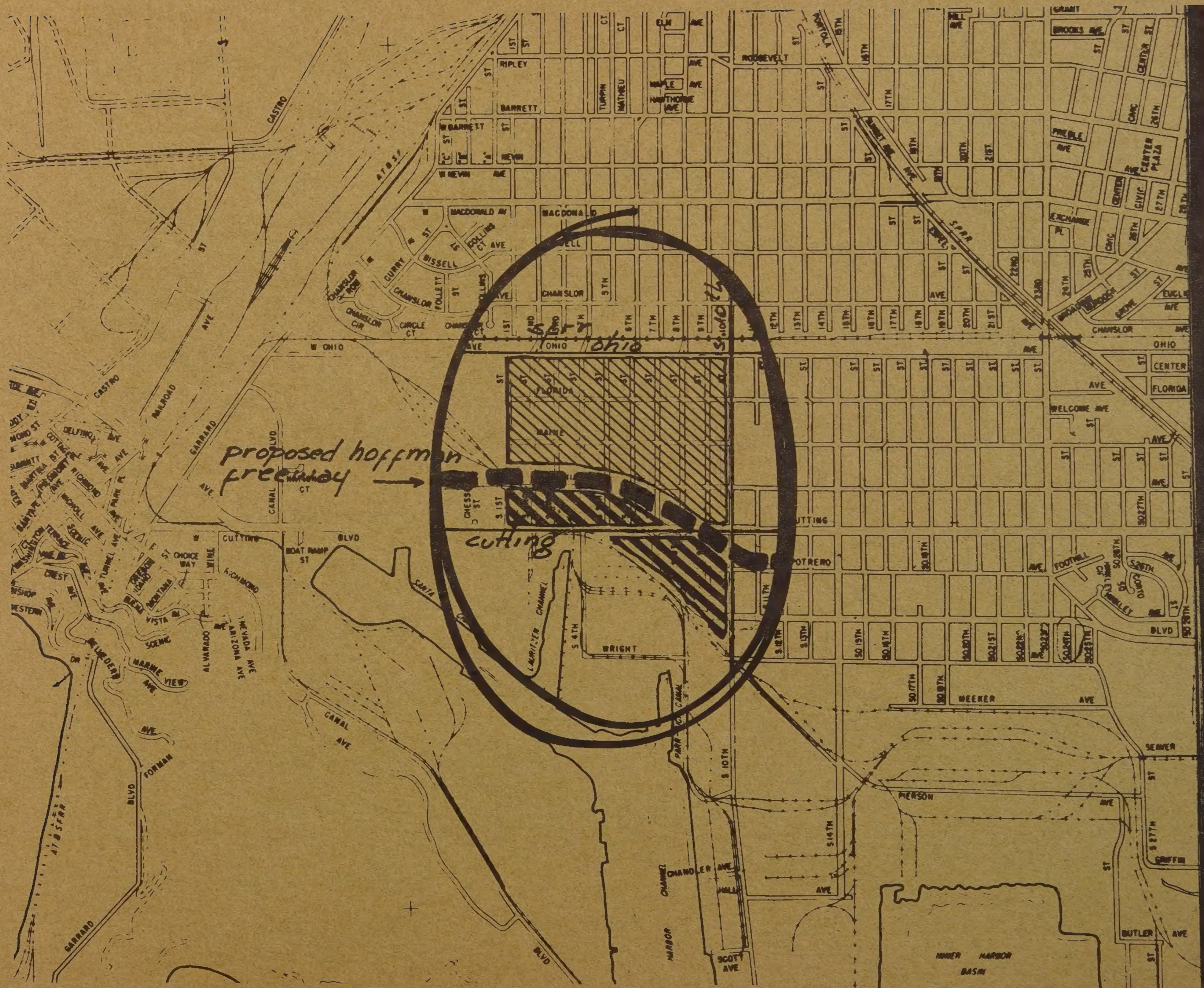
D. Recreation and Parks Plan

The only facility proposed for the Santa Fe area in the Recreation and Park plan is the interim neighborhood playground in the vicinity of 5th and Virginia Streets.

This has been accomplished by leasing from the State several parcels of right-of-way for the Hoffman Freeway. Upon construction of the freeway the expanded facilities at Nystrom and Lincoln Schools will have to be utilized.

E. Plans for Major Developments

Future freeway developments will have a heavy impact on the Santa Fe area. The Hoffman Freeway, for which the right-of-way is partially established, will cut a wide swath through the southern part of the area and the Northwest Freeway, if located between 2nd and 3rd Streets, will similarly cut through the eastern part. The Northwest Freeway is at least 15 to 20 years away, but it is important that a decision on its alignment be reached soon so that it does not create a serious cloud on development in the area.

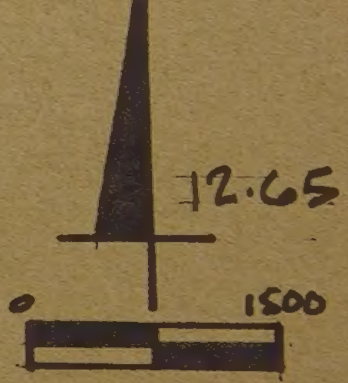


proposed hoffman freeway
cutting
ohio
spr
s 10 st
MACDONALD
CHANSLOR
OHIO
FLORIDA
MAINE
CUTTING
POTRERO
WRIGHT
MEEKER
PIERSON
LAURITZEN CHANNEL
HARBOR CHANNEL
INNER HARBOR BASIN
GARRARD BLVD
CANAL BLVD
CASTRO
RAILROAD AVE
CIVIC CENTER PLAZA

PRELIMINARY PROPOSALS FOR RENEWAL ACTION #1

Legend:

- ▦ downtown redevelopment project
- ▧ proposed redevelopment project
- ▨ proposed federally-assisted code enforcement area
- ▩ other proposed special code enforcement area
- ░ continued present level of code enforcement



CRP

AREA III
SANTA FE

III. SPECIFIC RENEWAL PROBLEMS

Specific renewal problems in this area include:

1) Low level of maintenance of structures, particularly apartment units and non-residential buildings.

2) Conflict between residential and non-residential land uses, particularly along the borders of the study area.

3) Lack of any established "identity" for the area and a general appearance which is irregular, mixed, and creates an overall negative rather than positive impression.

4) The presence of land ear-marked for freeway right of way which, as a result, is vacant or under-maintained and creates a blighting influence on the surrounding areas.

5) Eventual freeway construction will leave one or possibly two fragments of the present area separated from the remainder. These are the strip between the Hoffman Freeway and Cutting Boulevard and between the Northwest Freeway and 1st Street if this freeway is located between 2nd and 3rd Streets.

6) The current street pattern permits a considerable amount of non-local traffic to filter through the area.

7) Storm drainage in this area is inadequate and creates periodic problems of flooding and standing water.

8) Streets, right of way, street lighting, etc., are below desirable standards.

IV. RECOMMENDED RENEWAL ACTIONS

The Santa Fe Local Area Plan, as worked out by the residents of the area and the City Planning Department, should serve as the guide for renewal actions in this area. Renewal actions based on the plan would include:

1) Improvement of boundaries through landscaping and creation of buffer areas;

2) Improvement of overall appearance within the neighborhood through street tree planting, yard cleanup, and garden planting, fence removal, etc. This might well be a long-term project for a garden club or similar organization.

3) Development of an urban design feature, for example, a "landmark" structure such as large church, club, or recreation building, to serve as an identifying symbol.

4) Improvement of traffic flow, including street closings and traffic diverters as recommended.

5) Reduction of impact of Hoffman Freeway, and eventually the Northwest Freeway if it is located in the area, by establishing buffer zones and extensive landscaping.

6) Development of interim recreation facilities, using future freeway right-of-way at 5th and Virginia, and also development of permanent facilities adjacent to future right-of-way as proposed for long-range development in the Santa Fe Local Area Plan.

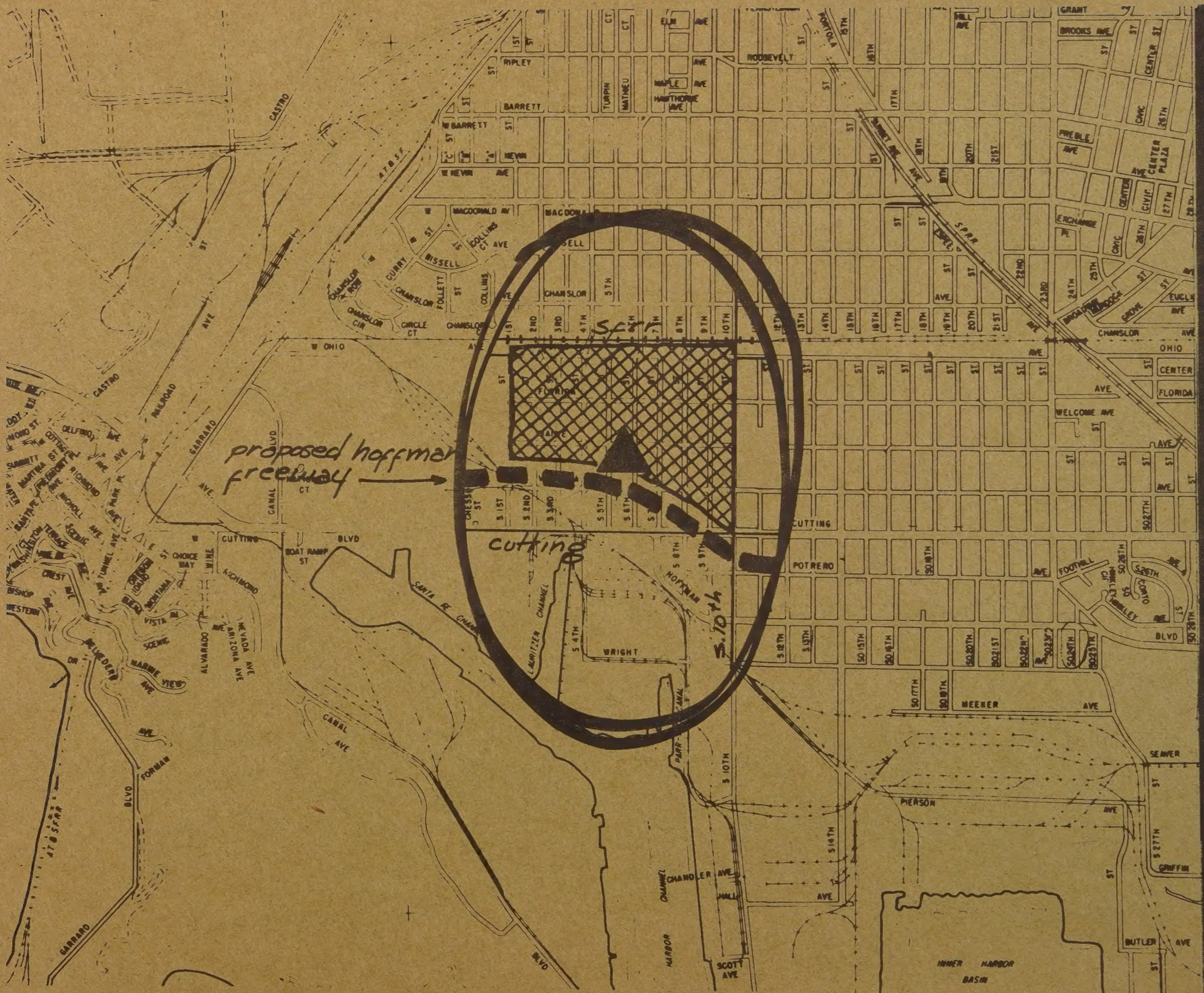
Other renewal actions recommended are:

1) Undertaking of a federally-assisted code enforcement program, including improvement of various minor public facilities such as curbs and gutters, street re-construction, street tree planting, etc. With federal assistance, as available under the 1965

Housing Act, the City's costs would amount to only one-third of the total costs and residents of the area would be eligible for certain advantageous loans and grants for rehabilitation work. This program would be scheduled to begin in approximately two or three years, depending on the City's experience with the first federally-assisted code enforcement program in the Helms-Triangle North area and on the City's ability to finance its share of the costs. As already indicated in Section 200, the code enforcement programs in the Santa Fe and North Richmond areas should be carried out simultaneously if possible. If not possible, priority has tentatively been assigned to North Richmond, with the provision that this decision be reviewed regularly in the light of such factors as the status of annexation of North Richmond, timing of public improvements such as storm drainage facilities or the North Richmond bypass, level of citizen interest in community improvement, comparative costs, etc.

2) Along with the public improvements included as part of a code enforcement program, the City should attempt to improve other public facilities, particularly badly needed storm drainage facilities.

3) Upon construction of the Hoffman Freeway a small amount of residential development in the area south of the freeway right-of-way will be cut off from the rest of the Santa Fe neighborhood. This residential development, and the vacant land and blighted commercial and industrial development in the area, should be redeveloped for light industrial or commercial use. This redevelopment, identified as the Hoffman-2 project, would not be started until freeway construction was well under way, that is, probably not before 1972.


proposed hoffman freeway
sfrr
cutting
S. 10th

PRELIMINARY PROPOSALS FOR RENEWAL ACTION #2

Legend:

- ▦ areas proposed for extensive minor public improvements
- ▨ sites with critical development potential
- ▲ critical park and recreation development
- ★ special planning/design study areas
- ● street and right of way problems
- ▩ unsightly strip commercial development
- ▬ ▬ ▬ north richmond bypass

12·65

0 1500

CRP

AREA III
SANTA FE

I. EXISTING CONDITIONS

A. Present Land Use

As in the Santa Fe area, the dominant land use is residential, principally single family in the interior of the neighborhood with apartments mixed in along the outer edges. There are a large number of newer 4-plexes, generally of somewhat higher quality than those found in the Santa Fe or Boorman area. There is strip industrial or commercial development along Ohio Avenue west of 17th Street, along Cutting Boulevard and to some extent along 23rd Street. South of Wright Avenue and in the southwest corner of the study area development in predominantly industrial. Within the area are located Kaiser Hospital, 14th and Cutting; Nystrom School and park, between 10th and 12th Streets, and the Nystrom public housing project covering four blocks in the vicinity of 14th and Maine.

North of Cutting Boulevard residential property is generally well maintained and attractive with only scattered structures in need of major maintenance or repairs. South of Cutting, particularly west of about 15th Street, development is mixed with scattered housing in fair to poor condition. East of 15th the quality of housing improves with some blocks containing principally new structures which are well maintained. Non-residential buildings vary considerably, with some, especially south of Cutting and west of 15th Street, in poor condition and representing a definite blighting factor.

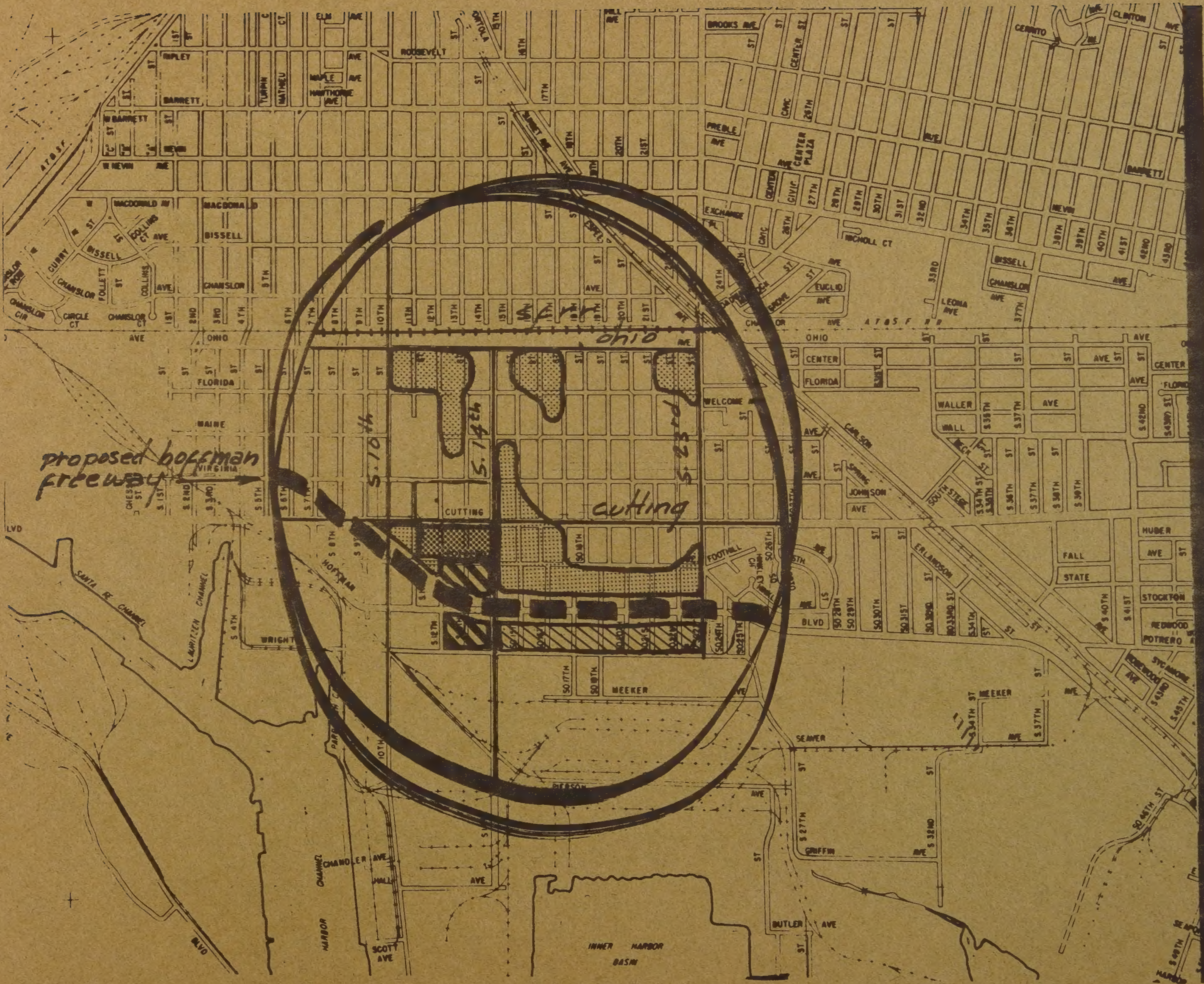
B. Present Zoning

Most of the Coronado area is zoned for single family residential use; however, the over-all zoning picture is fairly complicated. Principal exceptions to the single-family zoning are:

1. M-2 zoning from 10th Street to 17th Street on the north side of Ohio Avenue.
2. R-3 zoning from 10th Street to 17th Street on the south side of Ohio Avenue.
3. Mixed R-2 and single-family between 10th and 16th Streets along Florida and Maine Avenues.
4. Mixed C-2 and R-3 along the north side of Cutting from 10th Street to 23rd Street with a narrow strip of R-2 between this zoning and the single-family zoning on Virginia.
5. R-2 zoning south of Cutting from 15th Street east to 23rd Street.
6. M-2 zoning south of Cutting from 14th Street west.
7. Mixed M-2, M-1, and C-2 zoning along Wright Avenue.

C. Summary of Census Data on Population and Housing

The population of the study area, comprising approximately 4.4% of the population of the city, is composed of young white and Negro families of somewhat larger size than the city average, living in sound housing which is half owner-occupied and half renter-occupied. The owner-occupied units show a median value 11% below the city average; the


proposed hoffman freeway
ohio
S. 10th
S. 14th
S. 23rd
cutting
OHIO
FLORIDA
MAINE
VIRGINIA
CUTTING
HOFFMAN
BLVD
MEEKER
CENTER
WALLER
JOHNSON
FOOTHILL
ERLANDSON
CARLSON
HUBER
FALL
STATE
STOCKTON
POTRERO
SEAVER
GRIFFIN
BUTLER AVE
INNER HARBOR BASIN
SANTA FE CHANNEL
LAURITZEN CHANNEL
HARBOR CHANNEL
CHANDLER AVE
BARRETT
NEVIN
MACDONALD
BISSELL
CHANSLOR
ROOSEVELT
BROOKS AVE
CIVIC CENTER PLAZA
A T & S F R R

GENERALIZED LOCATION OF RENEWAL PROBLEMS

Legend:

▨ very serious renewal problems

▧ major renewal problems

▩ moderate renewal problems

░ minor renewal problems

12-65

0 1500

CRP

AREA IV CORONADO

renter-occupied units show a slightly lower average rent. Since the public housing project of Nystrom is included in Census Tract 79, the lower median income for the area probably does not reflect a valid condition for the study area as a whole. The records of the Building division show that between June, 1960 and June, 1964 there was a net increase of 178 housing units in the study area.

D. Summary of CRP Findings

Penalties in the Coronado area vary considerably. The blocks north of Cutting have low or moderate penalties, while those in the southwest corner have some of the highest penalties recorded. For the residential areas such penalties as do occur result principally from the presence to a small degree of one or more of the following factors: inadequate streets and rights-of-way, bare land sites, lot area deficiency, and some low average assessed value. In the southwest corner and along the southern edge--below Hoffman--there are serious problems of older non-residential buildings in substandard condition, extensive conflict between residential and non-residential land, streets and rights-of-way in poor condition, extensive bare land, and generally low average assessed value per unit. The contrast between this area and the remainder of the Coronado study area is very marked. The September 1964 census survey indicated that the Coronado study area was stable and distinctly optimistic about the future of the neighborhood.

E. Review of Study Area Strong and Weak Points

The most significant strong point of this area is simply the fact that it is a well located, fairly well maintained residential area with most necessary community facilities already provided or under development. It has good potential as a continuing desirable residential location. The factors working against this potential are the presence of some residential structures showing signs of deterioration and lack of maintenance, the conflict of uses along Ohio Avenue west of 17th street, the need for some improvement of streets, street lighting, etc., and the blighted conditions of the southwestern and southern fringes.

II. PLANS APPLYING TO THIS AREA

A. General Plan

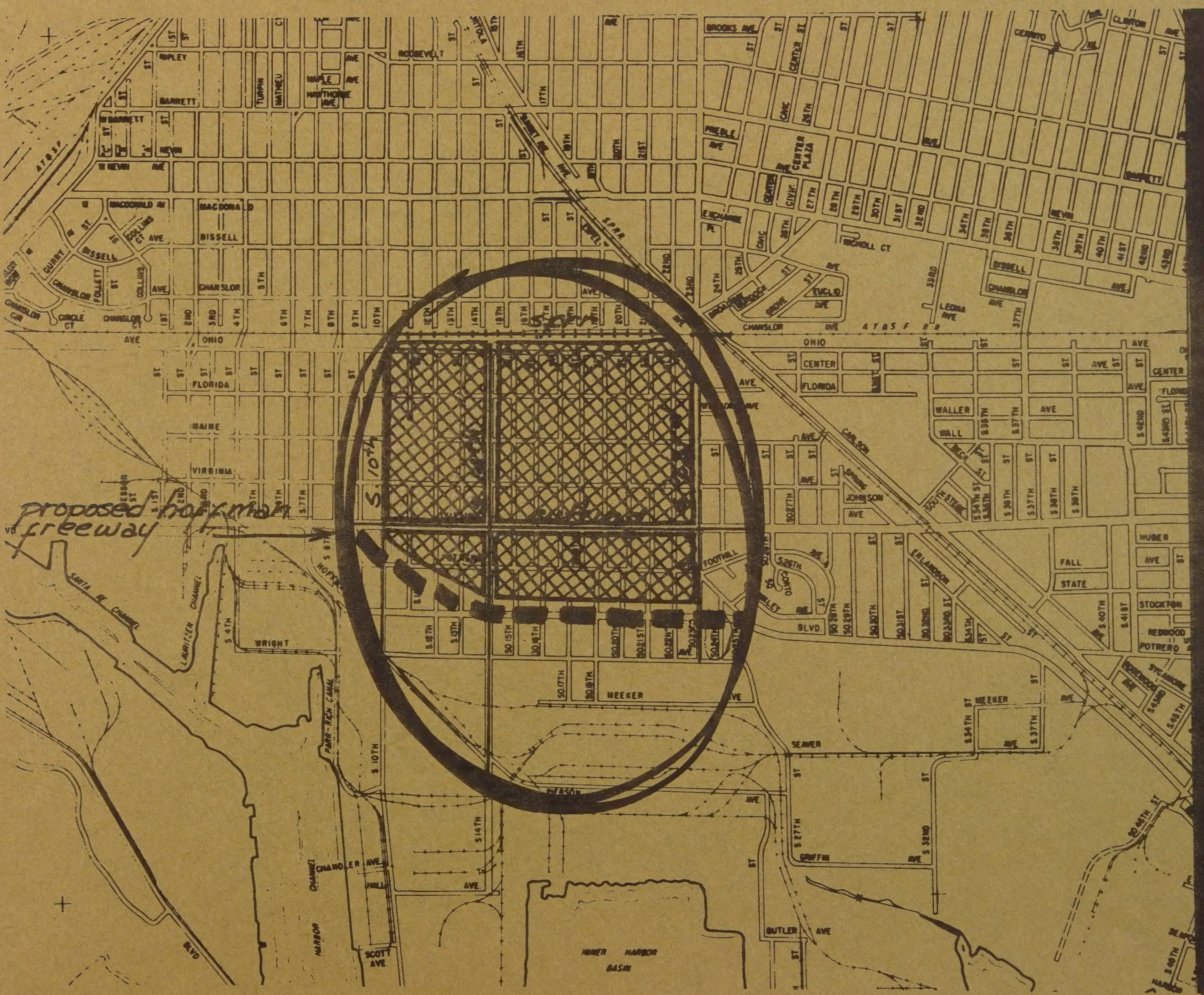
The Richmond General Plan proposes that this area be urban medium density residential, which could include single-family houses, as well as low-density apartments and town houses. The only exception is the provision for retention of the Kaiser Hospital at 14th and Cutting and development of the area between Cutting, 14th Street and the proposed Hoffman freeway for commercial uses. The plan recommends that 14th Street be upgraded to a major thoroughfare from Hoffman into the Iron Triangle, with a grade separation at the Santa Fe Railroad tracks. This would tend to split off the western portion of Coronado and, in effect, create an expanded Santa Fe neighborhood based on Nystrom school.

B. Capital Improvement Program

The CIP proposals within this area include: widening of 10th Street from Hoffman Boulevard to Bissell Avenue, construction of an underpass at 14th Street at the Santa Fe tracks, and the recreation and parks proposals covered under C below.

C. Recreation and Parks Plan

The only Recreation and Parks plan proposal for this area is the development of the Kennedy Park between


proposed hoffman freeway
S. 10th
OHIO
CUTTING
NORTH RICHMOND
HARBOR
BLVD

PRELIMINARY PROPOSALS FOR RENEWAL ACTION #2

Legend:

- ▩ areas proposed for extensive minor public improvements
- ▨ sites with critical development potential
- ▲ critical park and recreation development
- ★ special planning/design study areas
- ● street and right of way problems
- ▦ unsightly strip commercial development
- ▬ ▬ north richmond bypass

12·65

0 1500

CRP

AREA IV
CORONADO

South 10th and South 14th Streets. Land for this major facility has already been acquired and development has recently begun.

D. Plans for Major Developments

The only major project affecting this area is the Hoffman freeway, which will follow the present Hoffman Boulevard alignment and which is not scheduled for construction for at least seven years. Completion of this facility will: 1) provide a sharply defined southern boundary for the area; 2) eliminate some of the blighting factors along Hoffman Boulevard; 3) isolate a strip of land, now developed in small parcels, lying south and west of the right-of-way.

III. SPECIFIC RENEWAL PROBLEMS

Specific renewal problems in this area include:

1. The strip of industrial and commercial development along Ohio, west of 17th Street, which is without any effective buffer to reduce the conflict between the non-residential and residential development.

2. The presence of scattered structures needing major repair or maintenance, including some low-quality four-plex apartments.

3. Very unsightly alleys in some blocks near Nystrom School and in the blocks between Potrero Avenue and Wright Avenue.

4. The present zoning pattern is unduly complicated.

5. The frontage on Cutting Boulevard separating the John F. Kennedy Memorial Park from the street is zoned for commercial use, although development is predominantly residential. This zoning permits development which would not relate to the park and could substantially reduce its amenity to users.

6. Residential development south of Hoffman Boulevard will be cut off from other residential areas by the construction of the proposed Hoffman Freeway.

7. Storm drainage in this area is not adequate and creates periodic problems of flooding and standing water.

IV. RECOMMENDED RENEWAL ACTIONS

1. Development of landscaping and tree planting to reduce the conflict between residential and industrial and commercial development on Ohio west of 17th Street.

2. Public acquisition of the Cutting Boulevard frontage between the new Kennedy park and the street for expansion of the park. If public acquisition is not possible, the area should be at least rezoned to a residential category in keeping with current development and to avoid reducing the amenity of the park.

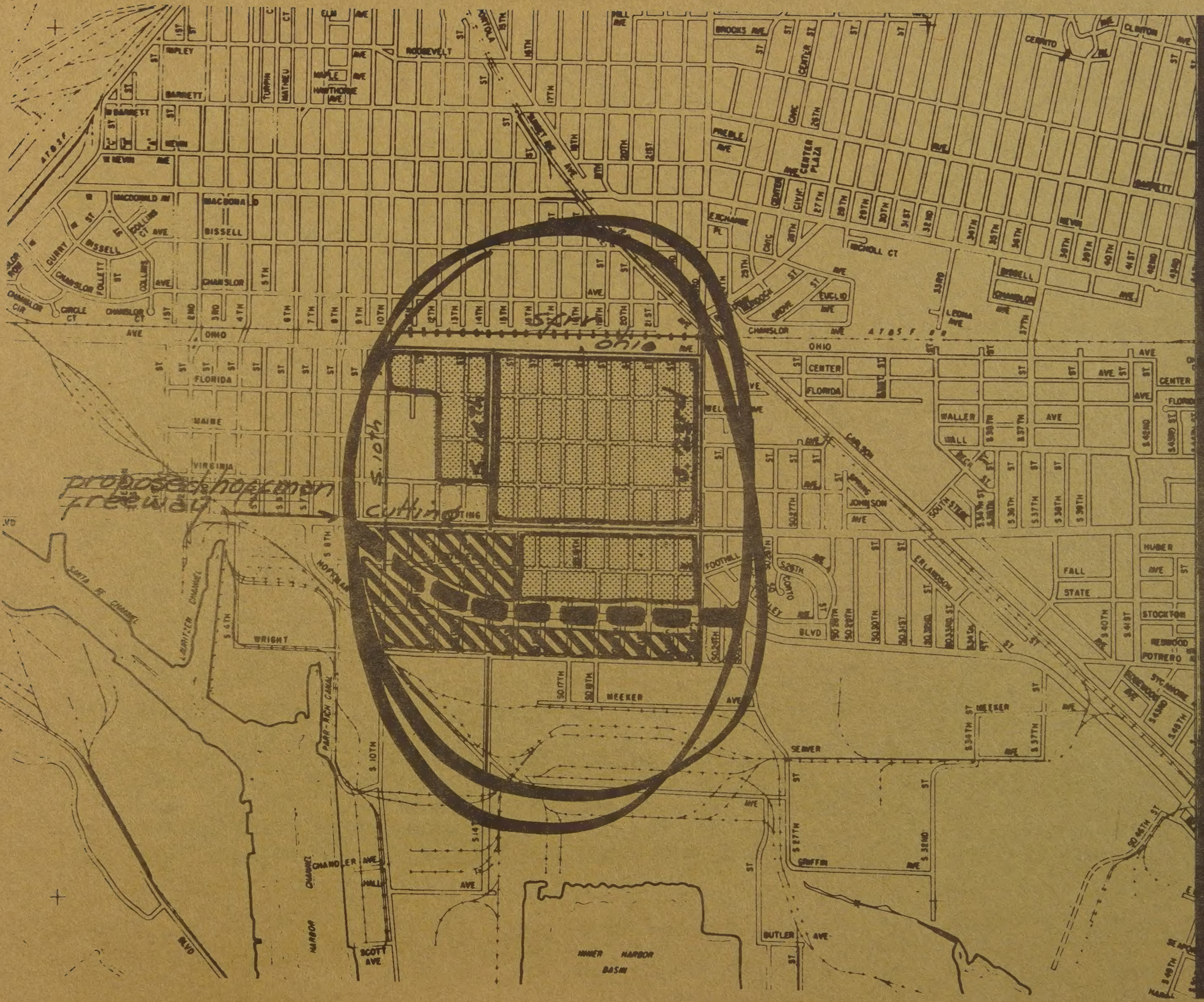
3. Zoning in the Coronado area should be reviewed with the goal of eliminating any unnecessary industrial or commercial zoning and reducing permitted densities in residential zones not already zoned R-1.

4. A moderate level of code enforcement is necessary in the Coronado area in order to eliminate the few badly blighted structures and to encourage rehabilitation of others showing need for maintenance and repair.

5. Unsightly and unnecessary alleys, in the vicinity of Nystrom School and between Potrero and Wright Avenues, should be vacated and cleaned up.

6. The City should increase the level of expenditures for public facilities, particularly for storm drainage, but also for street lighting, street maintenance, curb and gutter improvements, etc.

7. The irregular area--bounded on the south by Wright Avenue, on the west by 10th Street, on the north by Cutting Boulevard, on the east by 15th Street between Cutting and Hoffman Boulevards and extending to 19th Streets between Hoffman and Wright--is recommended for redevelopment beginning in approximately three years. This project, tentatively identified as Hoffman I, would eliminate some of the worst blighted and mixed land use conditions in the city. This problem is particularly critical here, since the area lies astride the connecting links between the Eastshore Freeway and the San Rafael Bridge and thus affects the impression of Richmond held by many travelers. Proposed re-use would include light industry, distributing operations, highway service commercial, and possible expansion for Kaiser Hospital. Once the Hoffman freeway is completed the small area of single family homes between 19th and 23rd Streets and Hoffman Boulevard and Wright Avenue will be separated from all other residential areas. At that time a small redevelopment project should probably be undertaken in order to effect the conversion of this land to industrial use at the same time assuring full consideration to present residents. This project has been designated Hoffman-3 by the CRP.


spur
ohio
S. 10th
S. 23rd
proposed hoffman freeway
cutting
OHIO AVE
FLORIDA
MAINE
VIRGINIA
CUTTING
HOFFMAN
WRIGHT
MEEKER AVE
SEAVER
GRIFFIN
BUTLER AVE
CHANSLOR
BISSELL
MACDONALD AV
NEVIN AVE
BARRETT
RIPLEY
ROOSEVELT
BROOKS AVE
CIVIC CENTER PLAZA
EXCHANGE
NICHOLL CT
EUCLID AVE
CENTER
WALLER
JOHNSON AVE
CARLSON
FOOTHILL
BLVD
HUBER
FALL
STATE
STOCKTON
REDWOOD
POTRERO
SYCAMORE
SANTA FE CHANNEL
LAURITZEN CHANNEL
PARR-RICH CANAL
HARBOR CHANNEL
CHANDLER AVE
SCOTT AVE
INNER HARBOR BASIN
ATSF

PRELIMINARY PROPOSALS FOR RENEWAL ACTION #1

Legend:

▦	downtown redevelopment project
▨	proposed redevelopment project
▨	proposed federally-assisted code enforcement area
▩	other proposed special code enforcement area
░	continued present level of code enforcement

12.65

0 1500

CRP

AREA IV
CORONADO

Section 500-Final Report
COMMUNITY RENEWAL PROGRAM
AREA SKETCH STUDY
Boorman Study Area. No. V

1. EXISTING CONDITIONS

A. Present Land Use

The land use pattern in the area is mixed. There are a variety of industrial uses, including California Ceramic & Quarry Tile Company, in the triangle north of Maine Avenue. From Maine to Cutting the area is mixed single-family and apartment residential, with a few scattered commercial uses along Cutting east of about 28th Street. South of Cutting are the Easter Hill housing project, older residential uses, the Cortez elementary school between 29th and 30th Streets, and mixed residential and light industrial development east of 30th Street. There is a noticeable amount of bare land scattered throughout the area.

Condition of buildings varies from moderately good for most single-family residences to close to dilapidated for the California Tile operations. Most of the newer 4-plexes are similar to others on the south side, i.e., with minimum standards and poorly maintained.

B. Present Zoning

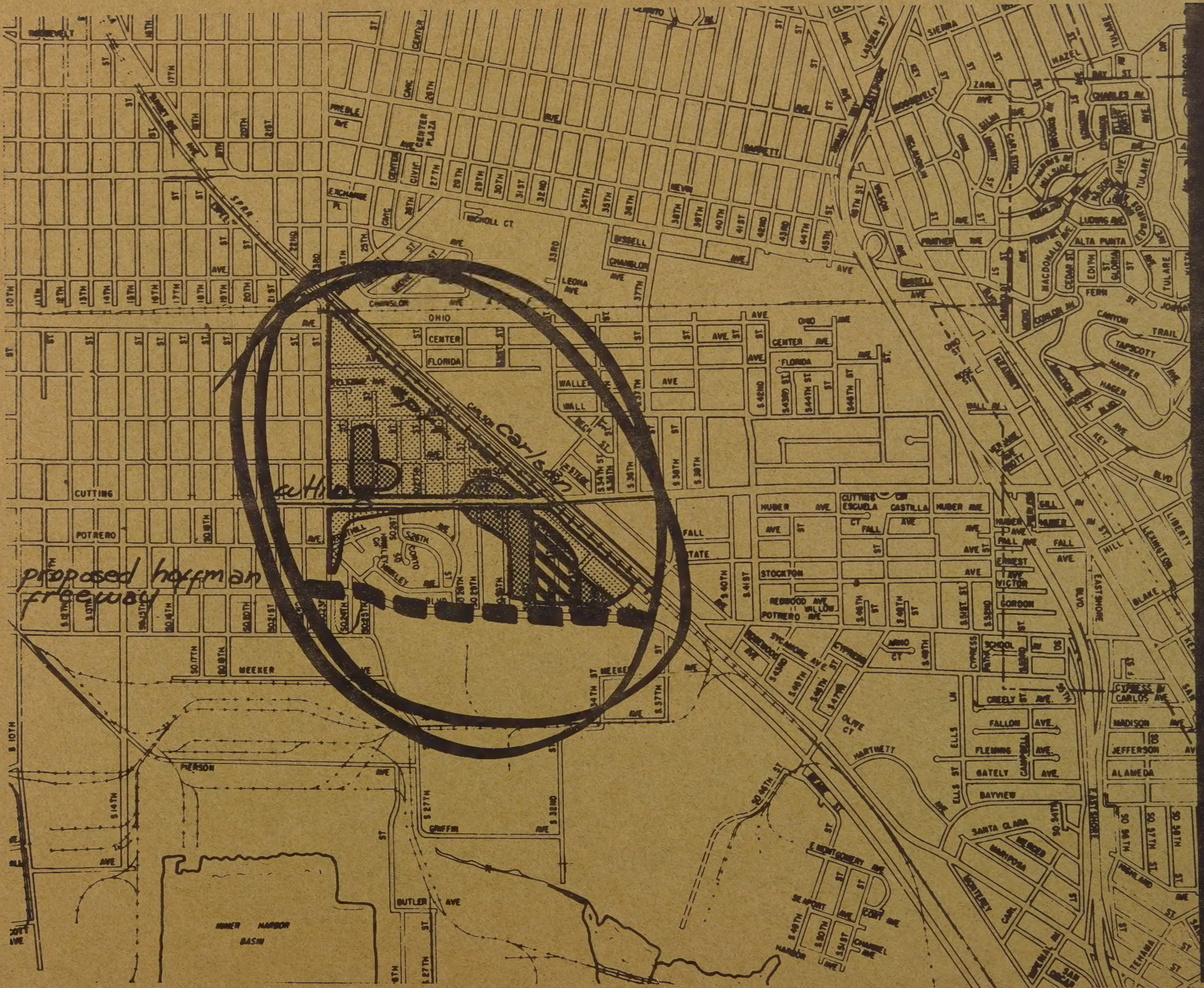
Present zoning in the area is about equally divided between R-1 single-family, R-2 apartment, and M-2 industrial, with some scattered M-1 industrial and commercial. The M-2 zone covers all of the triangular area east of a line between 30th and 31st Streets and most of the triangular area north of Maine Avenue. There is some M-1 in this triangle and the frontage near Maine and 23rd Streets is single-family. The blocks between Cutting Boulevard and Maine Avenue are single-family, with some commercial and industrial zoning along Cutting east of 28th Street. The Easter Hill project and the blocks east of it to between 30th and 31st Streets are R-2, apartment zoning.

C. Summary of Census Data on Population and Housing

The study area contains less than 1% of the City's population. It is composed predominently of young Negro families of above average size but with income 17% below the city median. The housing is below city average for owner occupancy, and is slightly lower in median value of owner occupied units. The percentage of sound housing is slightly above the city average.

D. Summary of CRP Findings

The Boorman study area shows fairly high penalties as a result of several factors. The most important are: 1) misplacement, which shows extensive conflict in the industrial areas between residential and industrial uses; 2) presence of bare land, especially south of Cutting; 3) substandard street and right-of-way conditions throughout; 4) several concentrations of older, deteriorated and/or vacant non-residential buildings; 5) generally low-average assessed values for residential units. (Note: Easter Hill project was excluded from CRP data gathering.) The September 1964 census survey indicated a fairly stable area, with high degree of optimism as to the future coupled with some very negative responses. The percentage of negative responses was not high but was significantly greater than the other south side neighborhoods.


cutting
carlson
proposed hoffman freeway
CUTTING
POTRERO
OHIO
CENTER
FLORIDA
HUBER AVE
STOCKTON
MEEKER
SPRR
EASTSHORE BLVD
INNER HARBOR BASIN
BUTLER AVE
GRIFFIN
PIERSON
BARRETT
NEVIN
MACDONALD AVE
BISSELL
CHANSLOR AVE
WALLER
STATE
FALL
VICTOR
GORDON
CREELY AVE
FALLON
FLEMING
GATELY
BAYVIEW
SANTA CLARA
MARIPOSA
MADISON
JEFFERSON
ALAMEDA
CARLOS AVE
CYPRESS AVE
LEXINGTON
LIBERTY
BLAKE
KEY BLVD
TAPSCOTT
CANYON TRAIL
TULARE
ALTA PUNTA

GENERALIZED LOCATION OF RENEWAL PROBLEMS

Legend:

▨ very serious renewal problems

▨ major renewal problems

▩ moderate renewal problems

░ minor renewal problems

12·65

0 1500

CRP

AREA V BOORMAN

E. Study Area Strong and Weak Points

Like the other south side neighborhoods, the Boorman area has the advantage of being a well-located residential area. It has, however, many of the same problems found in the other south side neighborhoods such as low quality apartment development, street and right-of-way deficiencies, zoning not always related to present and future development, etc. In addition, Cutting Boulevard divides the area into two sections, one predominantly small, single-family homes, the other predominantly public housing.

II. PLANS APPLYING TO THIS AREA

A. General Plan

General Plan proposals for this area essentially call for continuation of present pattern, i.e., industrial development north of Maine Avenue and east of approximately 30th Street, with urban medium density for the remainder.

B. Capital Improvement Program

The CIP includes no projects for this small area other than the neighborhood park described below.

C. Recreation and Parks Plan

The only park facility proposed for this area is a small (2.13 acre) playground at the end of Maine, utilizing some present street right-of-way, railroad right-of-way, and some adjacent residential property.

D. Plans for Major Developments

The proposed Hoffman Freeway will border the southern edge of this area and will involve taking most of the present Hoffman Boulevard frontage. It will serve as a boundary for this edge of the area and will close the streets between Hoffman and Cutting to through traffic.

III. SPECIFIC RENEWAL PROBLEMS

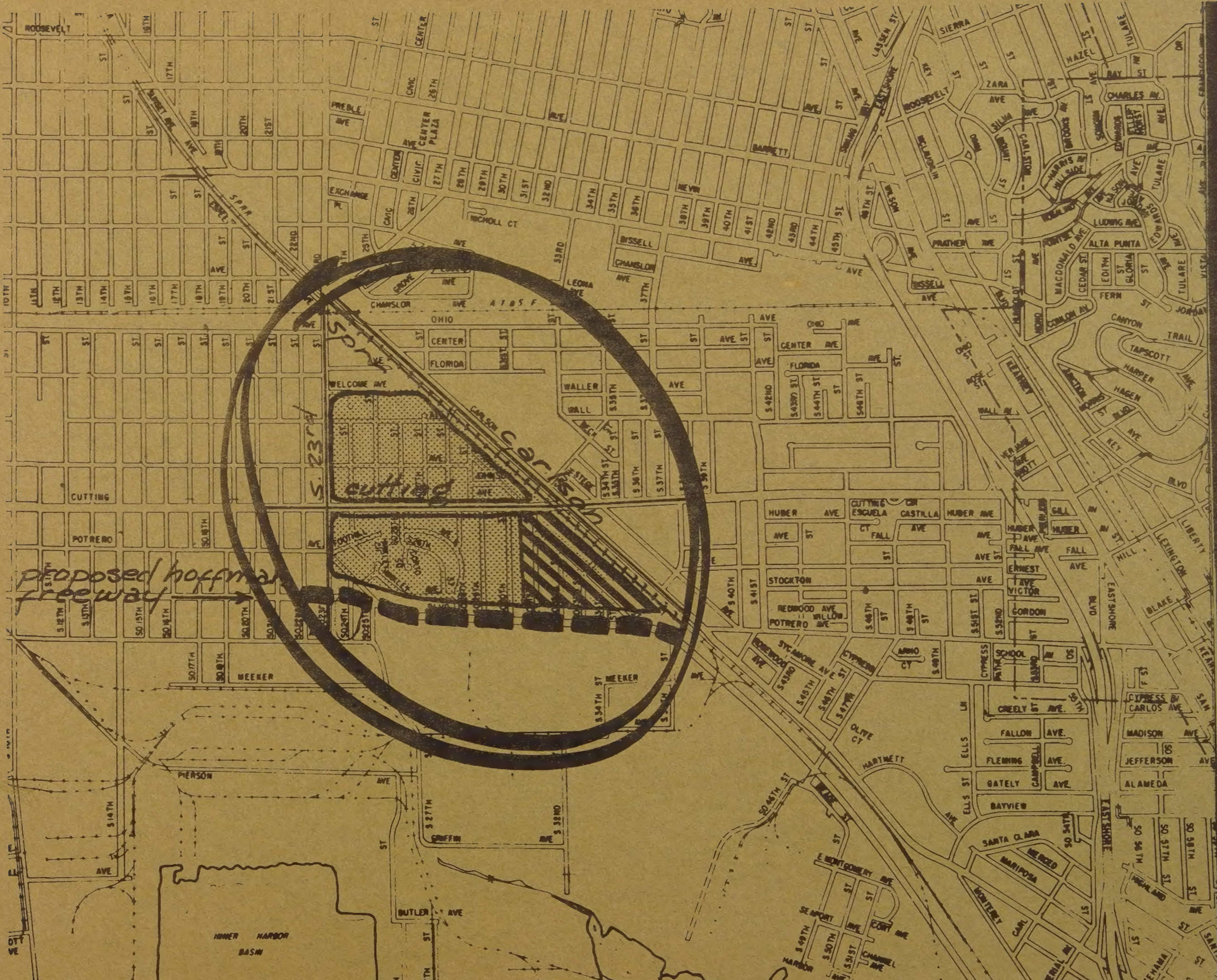
Specific renewal problems in this area include:

1. The conflict between residential and industrial land use along Maine Avenue and east of 30th Street.
2. The deteriorated condition and appearance of some industrial and commercial buildings.
3. The presence of a number of poorly maintained, low quality apartment buildings.
4. Aging and lack of maintenance of some of the single-family residences.
5. Inadequate park and recreation space.
6. Unsightly bare land, including freeway right-of-way.
7. Division of the area into two distinct segments by heavily travelled Cutting Boulevard.
8. Some of the present zoning is in conflict with General Plan proposals and should be studied to determine what changes might be desirable.
9. Storm drainage is inadequate, especially along the Southern Pacific right-of-way.

IV. RECOMMENDED RENEWAL ACTIONS

1. Zoning along the north side of Maine Avenue should be changed, as recommended by the Planning Commission, from M-2 to R-1.

PRELIMINARY PROPOSALS FOR RENEWAL ACTION #1


proposed hoffman freeway
S. 23rd
carlson
cutting
spr
ROOSEVELT
CUTTING
POTRERO
MEEKER
PIERSON
GRIFFIN
BUTLER AVE
INNER HARBOR BASIN
SPRR
CHANSLOR AVE
OHIO
CENTER
FLORIDA
WELCOME AVE
WALLER
HUBER AVE
STOCKTON
EASTSHORE
BAYVIEW
SANTA CLARA
MARIPOSA
SIERRA
TULARE

Legend:

▩ downtown redevelopment project

▧ proposed redevelopment project

▨ proposed federally-assisted code enforcement area

▦ other proposed special code enforcement area

░ continued present level of code enforcement

12.65

0 1500

CRP

AREA V BOORMAN

2. In connection with (1) above, Welcome Avenue should be extended to serve all of the interior of the block bounded by Maine, Florida, 23rd Street, and the Southern Pacific Railroad. This would remove industrial traffic from Maine Avenue. Also, the unnecessary stubs of 25th and 27th Streets should be closed.

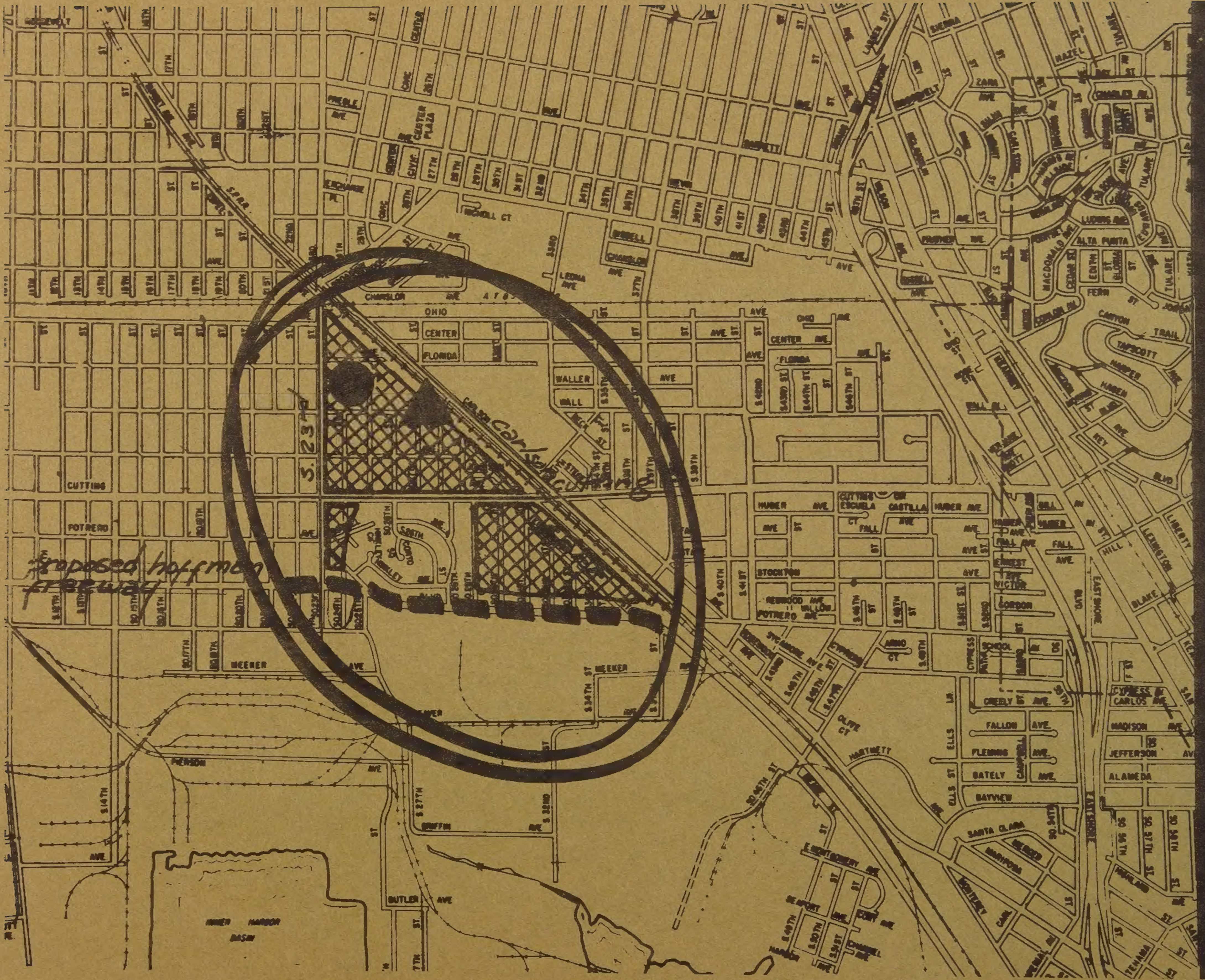
3. City housing codes and other pertinent ordinances should continue to be enforced in this area.

4. Bare land, especially that which is in future right-of-way, should be cleared of weeds and debris and, if possible, utilized for community open space prior to development.

5. High priority should be given to development of the proposed playground facility.

6. Upon construction of the Hoffman Freeway, a small redevelopment project should be undertaken in order to eliminate blighted residential and industrial use from the area between Cutting and Hoffman Boulevards and east of approximately 31st Street. This project is tentatively identified as the Hoffman-4 project.

7. Storm drainage problems should be corrected as part of City-wide elimination of this problem.


proposed hoffman freeway
Carlson cutoff
3.23
OHIO
CENTER
FLORIDA
WALLER
CUTTING
POTRERO
MEEKER
HUBER AVE
STOCKTON
CHANSLOR
BARRETT
MACDONALD AVE
BAYVIEW
INNER HARBOR BASIN

PRELIMINARY PROPOSALS FOR RENEWAL ACTION #2

Legend:

▨ areas proposed for extensive minor public improvements

▨ sites with critical development potential

▲ critical park and recreation development

★ special planning/design study areas

● street and right of way problems

▨ unsightly strip commercial development

▬ ▬ ▬ north richmond bypass

12.65

0 1500

CRP

AREA V
BOORMAN

Section 500 - Final Report
COMMUNITY RENEWAL PROGRAM
AREA SKETCH STUDY
Iron Triangle Study Area, No. VI

I. EXISTING CONDITIONS

A. Present Land Use

The most significant land use in "the triangle" is the central business district, centered at 10th Street and Macdonald Avenue. Most of the present central business area is included in the proposed downtown redevelopment plan which extends roughly from 6th Street to 14th Street, between Bissell and the rear of the property fronting on the north side of Barrett Avenue. The area south of Macdonald, extending to the Santa Fe railroad right-of-way is predominantly residential, consisting of mixed single-family and apartment development. Tenth Street bisects the area with strip commercial development. In the southwest corner is Atchison Village, a war housing development now operated as a co-op (with a smaller part, managed as a straight rental operation). The corridor between Bissell and Ripley west of 6th Street contains a mixture of commercial and residential uses, including some industry such as AMOT Controls, Marwais Steel, etc. West of 1st Street between Macdonald and Nevin is a sizable piece of open land (approximately 7 acres) owned by the Santa Fe railroad. North of Ripley the area is again residential, with a mixture of single family and apartments with predominantly single-family north of Pennsylvania Avenue. As on the south side, commercial frontage extends through the area along 10th Street. At the northern tip is the Triangle Public Housing Project.

B. Present Zoning

The zoning pattern in the Iron Triangle is quite complicated and includes all zoning categories except C-R, Community Reserve, and R-MD, Residential Medium Density. Rather than attempt a written description of this pattern, reference should be made to a zoning map for details. The most important aspects of present zoning are:

1. R-2 zoning in most of the area north of Ripley and R-3 zoning between Ripley and Barrett, and between 3rd and 9th Streets. This permits high or very high density apartment development in predominantly low density areas and creates problems similar to those in the south side neighborhoods (See Study areas III, IV & V).

2. On the south, R-3 zoning between Bissell and Chanslor and M-2 zoning along the Santa Fe right-of-way, is similarly permissive of low quality and high density apartment development. In the area east of about 14th Street, which will be affected by the transit station at 16th and Nevin, the situation is similar to that in the area northeast of the station (see Belding-Wood Study Area No. X). The critical problem is one of land assembly in order to permit more desirable design of new units.

3. M-2 zoning for the area west of 3rd Street and north of Macdonald and extending along Macdonald to between 5th and 6th Streets. This is very permissive zoning and has resulted in a hodgepodge of residential, commercial and industrial uses, and has materially contributed to present blighted conditions in the area.

C. Summary of Census Data on Population and Housing

Taken as a whole, the Iron Triangle population does not differ too sharply from city-wide averages in most respects. However, there are some important characteristics revealed when the area is split into the census tracts which compose it. Thus, although the area is approximately 65% white, compared to a city average of 78%, the white residents are mostly in the area south of Barrett Avenue and east of 10th Street. The predominantly non-white area has larger families, fewer elderly, and has a lower median age than the city average, while the predominantly white area reverses this pattern. Incomes are about the same throughout the area, but are well below the city average.

Housing conditions in the Iron Triangle are significantly below the level for the city. Almost 25% are either deteriorated or dilapidated, compared to the city average of 12%. The percentage of owner occupied units is much lower, as is the median value of such units.

D. Summary of CRP Findings

As might be expected, the Iron Triangle shows a rather high level of penalty in most areas. Higher penalties are in the vicinity of A, B, and C Streets, the western part of the central business district (west of about 7th Street), and the eastern fringe along the Southern Pacific railroad roughly between Bissell and Barrett. Penalties tend to be lower in the area south of Bissell and east of 11th Street, north of Pennsylvania, and in the small area north of Barrett and east of 10th Street (Helms Neighborhood).

The major factors responsible for these penalties are:

1. Low assessed value per unit throughout most of the area (highest assessed values are in the three areas noted above as having the lowest total penalties). Very low assessed values are found in the vicinity of A, B, and C Streets and near Kearney.

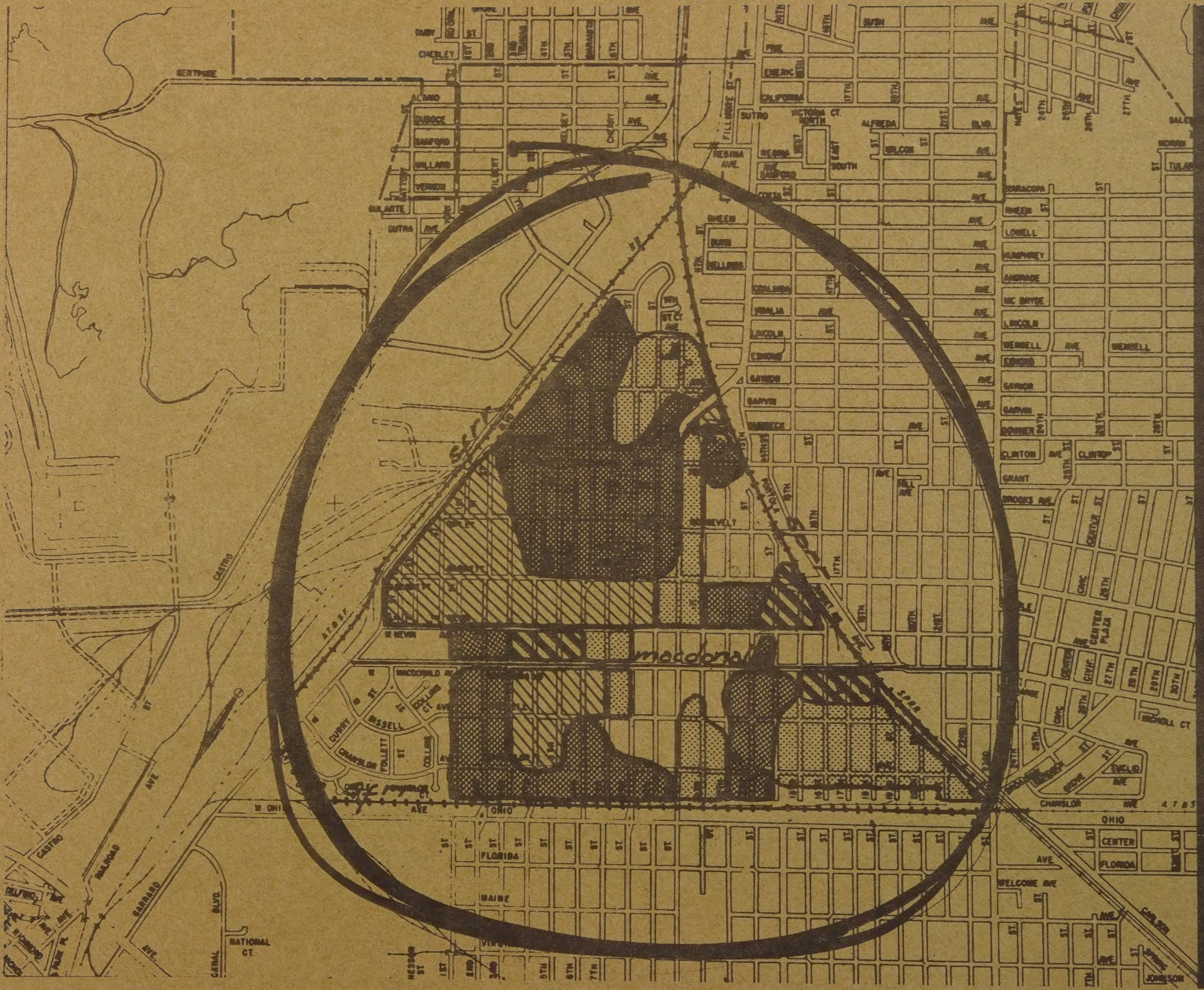
2. Misplacement, or presence of conflicting land uses, occurs widely throughout the area except in the general area north of Barrett and east of 3rd Street, where it is only minor. This problem is concentrated in the western part of the business area and in the vicinity of A, B, and C Streets.

3. Bare land is scattered throughout the area, with concentrations in the vicinity of A, B, and C Streets and Kearney Street.

4. Lot area deficiency is not too serious, although it is responsible for some penalties--especially south of Barrett Avenue.

5. All but a few blocks show some deficiency in street and right-of-way conditions, with serious deficiencies concentrated in the vicinity of A, B, and C Streets and just to the northeast of these blocks.

6. Non-residential factors significant in the area are the presence of structures beyond the mid-point of their economic life and in fair condition. Such structures are found very extensively throughout the commercial core between Bissell and Barrett. Vacancy and buildings at retirement age are scattered throughout, with some concentration west of 6th Street and at the eastern end of the commercial core. Buildings in poor condition are similarly scattered with some concentration on Macdonald between 1st and 6th Streets.


macdonald
S.P.R.R.
A.T.&S.F.
OHIO
FLORIDA
MAINE
CASTRO
RAILROAD AVE
GARRARD
CANAL BLVD.
NATIONAL CT.
CUTTING BLVD
CENTER PLAZA
CHANSLOR
WELCOME AVE
CARLSON

GENERALIZED LOCATION OF RENEWAL PROBLEMS

Legend:

▨	very serious renewal problems
▨	major renewal problems
▩	moderate renewal problems
░	minor renewal problems

12-65

0 1500

CRP

AREA VI IRON TRIANGLE

The September 1964 random block census indicated that the area has a comparatively high turnover with, however, a substantial base of people who have lived in the area over 10 years. This probably reflects the high amount of new apartment construction in originally single-family home areas. Opinions as to the future of the neighborhood in 10 years did not produce a single "much better" response and the great majority were in the middle three categories of "somewhat better," "about the same," and "somewhat worse." Only a very small minority felt the area would be "much worse."

E. Neighborhood Strong and Weak Points

Without going into detail, the obvious major strongpoint of the triangle area is convenience to the central business district with its variety of goods and services and the convenience of being the center of transportation facilities to other areas.

This major advantage is off-set by the various problems attendant on the age of past development in the area, including obsolete structures and facilities, mixture of incompatible activities, inadequate traffic patterns, various social and economic problems of the residents and commercial establishments, and a more or less negative image in the eyes of the community.

II. PLANS APPLYING TO THE AREA

A. General Plan

The basic proposals for the Iron Triangle in the General Plan are:

1. Development of a major urban park extending from Barrett Avenue to the Santa Fe railroad between 3rd and 6th Streets.

2. Development of the central business district between 6th and 14th Streets.

3. General commercial uses east of 14th Street and along the south side of Bissell east of 10th Street.

4. Urban high density residential for the southern edge of the triangle (below Bissell).

5. Urban medium density for all other areas (i.e., west of 4th Street and all areas north of Barrett.

6. 14th Street would be developed as a major thoroughfare serving the south side by breaking it through the Santa Fe railroad by means of an underpass.

B. The Iron Triangle Local Area Plan

The Local Area Plan recommends some modifications of the General Plan. These include:

1. Reduction in size of the major urban park, since it now appears to be many years in the future, so that it does not serve as a cloud hanging over improvement of the area.

2. Retention of some industrial development in the vicinity of the Marwais Steel plant.

3. Retention of 10th-13th Streets as a major thoroughfare, with 14th Street serving as an alternate connection to the south, principally as a collector street and for access to the rapid transit station.

4. Development of 2nd Street as a secondary thoroughfare serving the western side of the triangle.

5. Connection of Pennsylvania Avenue to Hensley Avenue, via a new underpass under the Santa Fe railroad.

C. Capital Improvements Program

There are a number of major projects included in the Capital Improvement Program which are all or partially located in the Iron Triangle. These include:

1. Construction of a new fire station No. 2 on Pennsylvania between 4th and Turpin.

2. Construction of the Central Business District storm drain outfall (in connection with downtown redevelopment).

3. Street widening and reconstruction of:

   Barrett Avenue, 6th to 14th Streets, and Garrard Boulevard to 6th Street (2 stages);
   Bissell Avenue, 6th to 11th Streets;
   Pennsylvania Avenue, Garrard Boulevard to 10th;
   6th Street, Barrett to Bissell Avenues;
   7th Street, Pennsylvania Avenue to A.T. & S.F. railroad;
   10th Street, Bissell Avenue to Hoffman Boulevard;
   14th Street, Barrett Avenue to A.T. & S.F. railroad.

4. Grade crossings at:

   Barrett Avenue and SPRR;
   14th Street and A.T. & S.F. railroad (under construction).

5. Street lighting for peripheral streets - downtown redevelopment project.

6. Off-street parking, plazas, fountains, etc, downtown redevelopment project.

7. Neighborhood park facilities - see Recreation and Parks plan

D. Recreation and Parks Plan

Neighborhood district facilities proposed include:

Short range facilities (next 10 years)	.Peres Neighborhood	- Park
	.Peres Neighborhood	- Lucas Playground
	.Peres Neighborhood	- Reorganization of Stewart Playground
	.	
	.Lincoln Neighborhood	- Lincoln Elementary School-Park
	.	
	.4th & Nevin Streets	- Sub-district center
Long-range facilities	.Peres School relocation on larger site	
	.	
	.Major urban park between 3rd and 6th	
	.Streets and Barrett and the Santa Fe	
	.railroad (see General Plan).	

E. Plans for Major Developments

Rapid Transit station and line. Land acquisition and construction are imminent on this major project. The most important effects on the Iron Triangle will be:

1. Impact of the station itself on traffic patterns, residential and commercial development, downtown redevelopment, etc.

2. Closing of Pennsylvania, Kearney, and Roosevelt Avenues at the transit-Southern Pacific right-of-way.

3. Construction of the 10th-13th Streets overpass, to replace Kearney Street, and the Barrett Avenue underpass.

4. The creation of a major new "gateway" to Richmond.

5. Possibility of permanetly blocking or opening up Downtown Civic Center corridor, depending on station design.

Northwest Freeway. This facility, currently planned for approximately 20 years in the future, will have an important impact on the Iron Triangle. It is, therefore, essential that the decision as to its route, now pending, be settled soon and to the best advantage of the area. The two major alternate routes are: 1) an alignment between 2nd and 3rd Streets, and 2) an alignment approximately along the Garrard Boulevard right-of-way. The first alignment is currently preferred by the State Highway Department, the second by the City Council.

Downtown Redevelopment. The plan for the downtown redevelopment project has been prepared and adopted by the Redevelopment Agency and has been tentatively approved by the City Council; for purposes of the CRP it has been assumed that the plan will be adopted as proposed. Should the plan be modified to any great extent, the CRP recommendations would have to be adjusted accordingly.

III. SPECIFIC RENEWAL PROBLEMS

As would be expected in an area where many activities are concentrated and which is one of the older sections of the community, there are a variety of renewal problems in the Iron Triangle. The principal problems are listed below:

Problems related to condition and development of residential areas

1. The present zoning north of Barrett (R-2 and R-3) permits high density development (4 units on a 50' x 100' lot for R-2 and 12 units on 50' x 100' for R-3), although the area is predominantly still single-family in character. The problems created are similar to those in the south side neighborhoods.

2. Much of the housing in the area, particularly south of Pennsylvania and west of 10th Street, is old and has deteriorated substantially. Some of the housing, especially in the predominantly commercial areas and in the vicinity of A, B, and C Streets, is of inadequate original design or construction.

3. The original land subdivision pattern was usually 25 foot lots, with varying depths from 100 to 120 feet. A few lots, especially near the eastern end of Lucas Avenue, were subdivided at 40 feet and, of course, in many cases original 25 foot lots have been combined into lots with 37.5 foot, 50 foot, or other widths. Since much of the Iron Triangle is suited for and should be developed at moderately high densities, larger lots are essential in such a situation if good utilization of space is to be achieved. This problem will be especially critical in the areas near the rapid transit station.

Overall problems, common to large parts of the Iron Triangle

4. Street conditions are substandard in many areas, with sidewalks, curbs and gutters, and pavement either missing, deteriorated, or below desirable standards.

5. Storm drainage facilities are seriously inadequate in many areas. This problem is inter-related with storm drainage deficiencies in other neighborhoods, especially immediately to the south in Coronado (No. IV) and Santa Fe (No. III).

6. The Iron Triangle is deficient in park and playground space. There is a particular need for small neighborhood parks and tot-lots.

7. Major areas are now zoned for commercial or industrial use although such zoning is inappropriate to existing and future development. For example, much of the M-2 or M-1 zoning along railroad rights-of-way; M-2 zoning along Nevin and Macdonald Avenues; C-M zoning in areas more suited to neighborhood commercial or residential use, especially near the BART station.

Other problems

8. The area between Lucas Avenue and the proposed 10th-13th Street overpass connection contains a mixture of land uses and is generally in a blighted or run-down condition. This area, especially upon the closing of Kearney Street at the transit tracks, will no longer be very suitable for commercial frontage and will contain large amounts of very under-used public right-of-way.

9. The closing of Pennsylvania and Roosevelt Avenues will similarly leave unneeded right-of-way in the stubbed off streets.

10. The pocket of land east of 14th Street, between the redevelopment project and the transit station, represents an undesirable "entrance" to the downtown from the station. The area is predominantly obsolete commercial development or small homes which will be under great pressure for conversion to other uses.

11. The presently vacant parcel of land between Macdonald and Nevin Avenues, west of 1st Street, represents a serious under-use of an important piece of the central area.

12. The downtown redevelopment project and any other projects recommended by the CRP for simultaneous redevelopment will create a major need for relocation housing in or near the Iron Triangle.

13. Traffic on 7th Street, the only connection from downtown to Hensley Industrial Park and North Richmond, represents a serious blighting influence on adjacent areas.

14. The commercial frontage on Macdonald Avenue, west of 6th Street and the redevelopment project, is blighted and unsightly.

15. Peres school lies in the path of future Northwest Freeway construction. It is not well located in relation to its service area and is proposed for replacement within the Iron Triangle. The determination of site represents a renewal problem.

16. The commercial development along 10th Street, north of the downtown area, is very mixed in nature and generally in blighted or unsightly condition. The appearance of this street is a major blighting factor on the area and creates a very negative impression on the key approach to the downtown from the north.

17. Tenth Street south of the downtown also has strip commercial development, much of it oriented to automobile service. This is an essential service and is reasonably well located here, since 10th Street will probably be the connector from the Hoffman

Freeway to the downtown. It is, however, at present rather unsightly and creates, as to the north, a very negative impression.

18. The stub streets abutting the Santa Fe railroad south of Chanslor are generally unattractive in appearance and serve as areas where debris and dirt collect.

IV. RECOMMENDED RENEWAL ACTIONS

As an overall recommendation, the plans and policies of the Iron Triangle Local Area Plan, now in preparation, should be carried out after they have been adopted. The following recommendations for renewal actions, all of which are included in or are in accordance with the Local Area Plan, are singled out in the CRP because of their specific relationship to physical renewal problems.

A. Land Clearance for Redevelopment

1. A small 10 to 11 acre clearance project to be developed in conjunction with the 10th-13th Streets overpass. Much of this area is now in street right-of-way which can be vacated. The probable re-use would be low or medium density apartment residential development, which could serve as a relocation resource for the downtown.

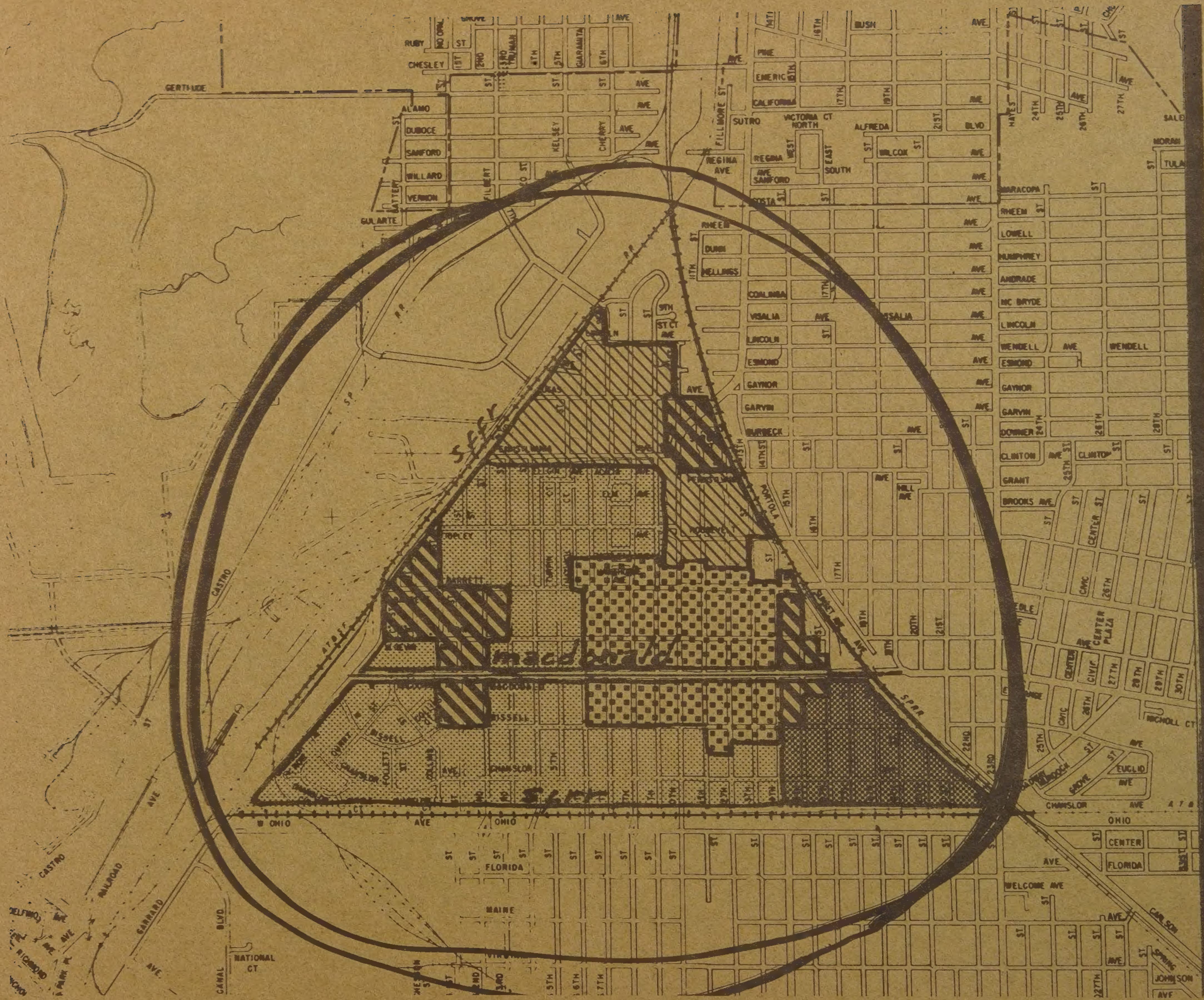
2. A small redevelopment project in the area generally lying west of 2nd Street and north of Bissell Avenue (excluding major industries now in the area). This area, if developed residentially along with the Santa Fe railroad-owned site just to the south of Nevin, could provide a major new residential area for downtown.

3. A small redevelopment project--in effect an expansion of the downtown redevelopment project--to include the area between the downtown project and the transit station site, with the possibility of extending east of the station. The purpose of such a project would be to integrate development in this area with the central business area and to insure that this major new entrance into the city is developed as attractively as possible. Detailed planning for re-use of this area should be started as soon as possible.

B. Housing Code Enforcement

The Housing Act of 1965 includes important new provisions for federal assistance to local communities in carrying out housing code enforcement programs. Cities can now establish a code enforcement program in a certain area and have the federal government pay two-thirds of the total cost of inspection, rehabilitation assistance, general administration, and various public improvements which benefit the area. In addition, the program provides for certain loans and direct grants to assist homeowners in making necessary improvements.

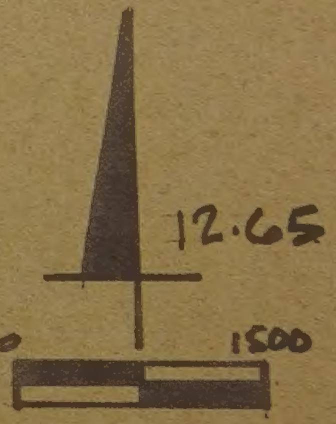
In the Iron Triangle the CRP, in coordination with the Iron Triangle Plan, recommends such a federally assisted code enforcement-public improvement program for the area generally north of Pennsylvania Avenue and east of 10th Street, excluding the Triangle Homes area and the Lucas Park Redevelopment area. If improvement of Pennsylvania Avenue between Garrard Boulevard and10th Street, already included in the Capital Improvement Program for 1968, is eligible as the local 1/3 share, all or most of the remainder of the project could be financed from the federal government's 2/3 share of total cost. This program is particularly important to the over-all Iron Triangle since the area covered represents some of the better quality, stable housing which, if conserved, can improve substantially the general stability of the


macdonald
SFRR
SFRR
SPRR
ATSF
SP
GERTRUDE
ALAMO
DUBOCE
SANFORD
WILLARD
VERNON
GULARTE
RUBY
CHESLEY
GROVE
KELSEY
CHERRY
FILBERT
FILLMORE ST
SUTRO
VICTORIA CT NORTH
ALFREDA
REGINA AVE
SANFORD
SOUTH
WILCOX
PINE
EMERIC
CALIFORNIA
BUSH
MARACOPA
RHEEM
LOWELL
HUMPHREY
ANDRADE
MC BRYDE
LINCOLN
WENDELL
ESMOND
GAYNOR
GARVIN
DOWNER
CLINTON
GRANT
BROOKS AVE
RHEEM
DUNN
HELLINGS
COALINGA
VISALIA
LINCOLN
ESMOND
GAYNOR
GARVIN
BURBECK
CIVIC CENTER PLAZA
CENTER ST
NICHOLL CT
EUCLID
GROVE
MURDOCK
CHANSLOR AVE
OHIO AVE
W OHIO
OHIO
CENTER
FLORIDA
WELCOME AVE
MAINE
CARLSON
SPRING
JOHNSON
CASTRO
RAILROAD
GARRARD
CANAL BLVD
NATIONAL CT
RICHMOND
DELFINO
PARK PL
RUSSELL
CHANSLOR
FOLLETT
VIRGINIA
POTRERO
FLORIDA
SALESIAN
MORAN
TULARE

PRELIMINARY PROPOSALS FOR RENEWAL ACTION #1

Legend:

- ▦ downtown redevelopment project
- ▨ proposed redevelopment project
- ▨ proposed federally-assisted code enforcement area
- ▩ other proposed special code enforcement area
- ░ continued present level of code enforcement



CRP

AREA VI IRON TRIANGLE

area. The special survey of this area taken as part of the studies for the Iron Triangle Plan indicate that residents of this area would be willing to support an effective code enforcement-home improvement program.

The CRP also recommends that the City itself undertake a concentrated housing code enforcement effort in the southeastern part of the triangle, south of Macdonald and east of 14th Street. This would actually be a part of a larger code enforcement project (see Belding-Wood Study Area, No. X) in the area which will have the greatest demand for increased density of development because of the rapid transit station. This project would have the two-fold purpose of raising the quality of existing housing which will remain in this area and of eliminating buildings which are not feasible to retain so that they can be replaced with appropriate new development.

For that part of the Iron Triangle not included in a proposed redevelopment project or special code enforcement program, the City would continue its present inspection policies. Residents of a block or area, working directly or through the Neighborhood Council, could request City action on specific buildings which are blighted.

One other approach which should be used would involve property improvement sponsored primarily by groups or organizations not connection directly with the City, for example, neighborhood organizations, merchant groups, etc. (Obviously, no hard and fast line should be drawn between "public" and "private" efforts.) Such efforts are recommended in the Iron Triangle Plan as an important and flexible approach to meeting area problems. This plan describes more specifically actions which might be undertaken.

C. Zoning Revisions

1. Present R-3 zoning regulations should be revised so as to encourage the assembly of land into larger parcels for high density apartment development. Present zoning does not relate allowable density to lot size, thus permitting very intensive development on small lots, which results in a minimum of usable open space. This change is particularly important in the areas where increased density can be expected because of the transit station.

2. Present R-2 and R-3 zoning should be changed to a lower density classification (R-1 or R-MD) in areas where present (and probable future development) is predominantly single-family or low density--particularly in the area north of Pennsylvania.

3. Present M-2, M-1, and C-M zoning should be changed to appropriate residential or commercial zones in locations where it is no longer appropriate--particularly along Macdonald and Nevin Avenues, west of 6th Street and along the railroad right-of-way.

D. Street and Right-of-Way Improvements

1. The City should undertake a program of street improvement in the Helms-Triangle North area s as part of the code enforcement program--including repaving, installation of culverts, curbs and gutters, elimination of open drainage ditches, etc.

2. The city should undertake as soon as possible the proposed program of construction of needed storm sewers and culverts. (Note: The proposed downtown redevelopment project includes extensive improvement of storm drainage facilities. By coordinating additional work with this, the city's long standing drainage problems in the triangle can be substantially eliminated.)

3. Street stubs, including those between the Santa Fe railroad and Chanslor Avenue and those to be created by the closing of Pennsylvania and Roosevelt Avenues by BARTD, should be reviewed to determine whether or not they can be used for some more appropriate use such as small tot-lots, park or playground areas, housing, off-street parking, etc. In any event, the area should be well-maintained and landscaped so as to provide a pleasant closing to the street.

4. If technically feasible, Pennsylvania Avenue should be extended west of the Santa Fe tracks (in the vicinity of Peres School) to connect with the proposed North Richmond Bypass near Castro Street. This connection, coupled with the development of 2nd Street as a secondary thoroughfare, is needed to remove excess traffic from the residential areas north of Barrett Avenue and to improve traffic patterns generally in the North Richmond-Iron Triangle-Hensley area.

E. Strip Commercial Frontage Improvement

1. The commercial operations on the 10th Street approaches to downtown, both north and south of the redevelopment project, should make a special effort to improve their facilities. This could include private actions to coordinate and control storefront appearance and signs, eliminate unsightly buildings, develop rear access for parking and delivery, etc. In addition, elimination of overhead wiring, improved appearance and level of street lighting, landscaping where possible, etc., should be carried out.

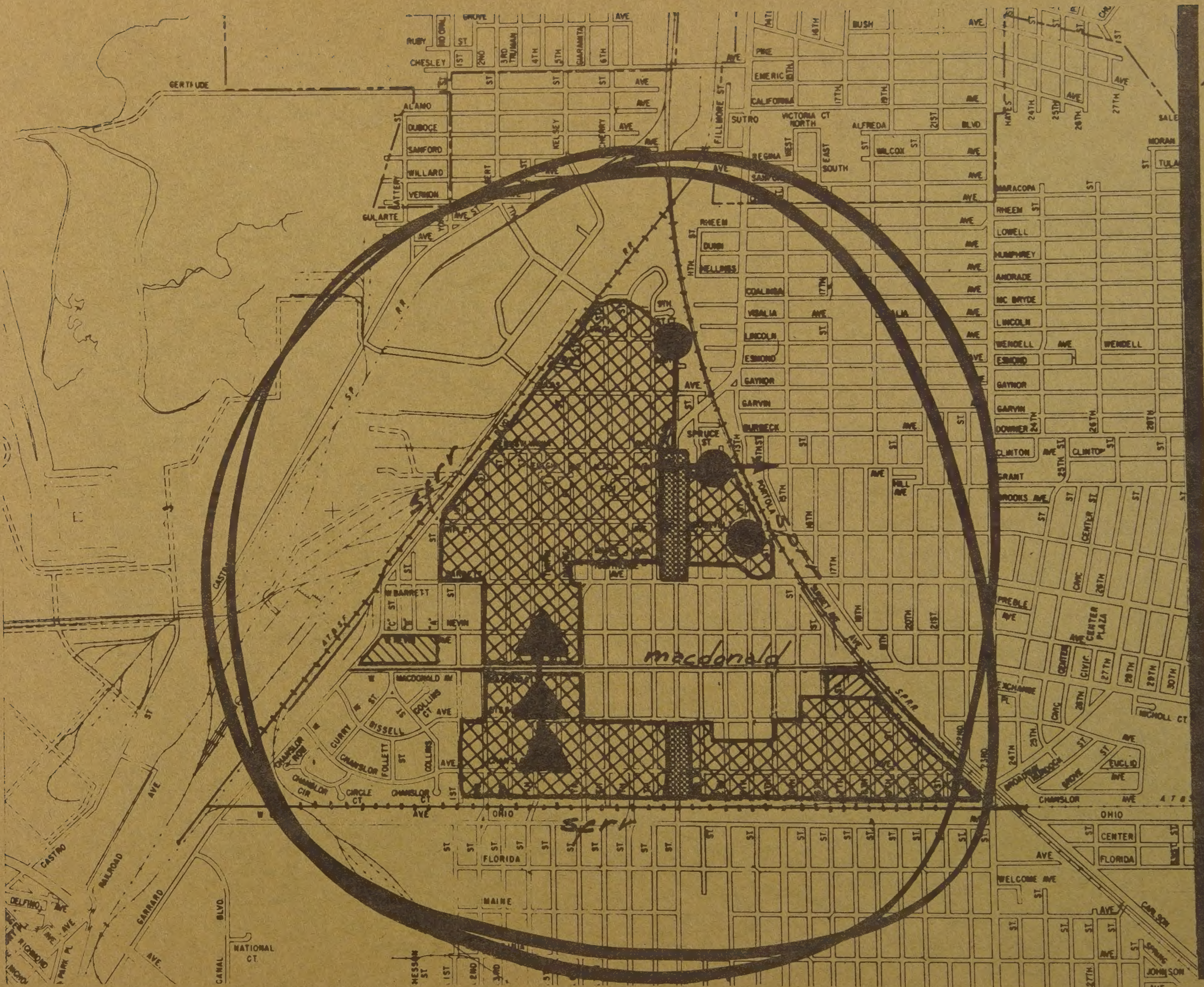
2. The commercial frontage along or adjacent to Macdonald, west of 6th Street (the downtown redevelopment project) requires extensive rehabilitation. It is possible that some improvement can be accomplished in the process of making use of the area for relocation of small businesses from the downtown project. In addition, the increase in population in the western part of the triangle (as a result of the downtown redevelopment, other proposed redevelopment, and development of the tract fronting on Macdonald and Nevin, west of 1st Street) should strengthen the economic support for this area.

F. Park and Recreation Space

All of thepark and recreation space proposed in the Recreation and Parks Master Plan should be developed, with the following modifications:

1. The neighborhood park and baseball field at Pennsylvania and the Southern Pacific railroad can be expanded somewhat by development as part of the Lucas Park redevelopment project proposed in the vicinity of the 10-13th Street overpass.

2. The major urban park should be modified as proposed in the Iron Triangle Local Area plan. If possible, other small sites, particularly in the southeast section, should be developed for neighborhood recreation use.


SPRR
SPRR
macdonald
SPRR
sprr
ATSF
MACDONALD AV
OHIO
FLORIDA
MAINE
CHANSLOR
BARRETT
NEVIN
CASTRO
GARRARD
RAILROAD
CANAL BLVD
CENTER
CIVIC CENTER PLAZA

PRELIMINARY PROPOSALS FOR RENEWAL ACTION #2

Legend:

▨	areas proposed for extensive minor public improvements
▧	sites with critical development potential
▲	critical park and recreation development
★	special planning/design study areas
●	street and right of way problems
▒	unsightly strip commercial development
▬ ▬ ▬	north richmond bypass

12·65

0 1500

CRP

AREA VI
IRON TRIANGLE

North Richmond Study Area, No. VII

I. EXISTING CONDITIONS

A. Present Land Use

Development in this area falls roughly into three categories--industrial, agricultural, and residential. Several industrial operations, including two Rheem Manufacturing Company plants, are located along the west side of the SPRR. In addition, the area west of the 3rd Street extension and the built-up area of North Richmond contains several scattered open-land industrial uses such as trucking firms, contractors' storage yards, and auto wrecking. The area bounded by the 3rd Street extension, Parr Boulevard, the SPRR, and Wildcat Creek is mostly used for green house agricultural development. The area south of Wildcat Creek, roughly bounded on the west by Battery and 1st Streets and on the south and east by the SPRR, is developed with residential and related uses. The greenhouse development is reportedly very profitable and expanding, and does not represent an interim or holding use pending eventual industrial or residential development. Present residential development in the part of North Richmond in the County, i.e., north of Chesley Avenue, appears to be of slightly higher quality, generally, than that in the City proper. This is apparently due in part to the number of public housing duplexes scattered through the area, in part to the presence of trees, and in part to new and rehabilitated single-family homes--encouraged by the zoning limitation on apartments. The trend in the residential area has been upward; however, the overall condition of housing is still substandard. Non-residential buildings, except for the major industrial plants, are in poor or very poor condition for the most part and represent a serious blight problem in parts of the area. Street, right-of-way, and drainage conditions vary but are generally below minimum standards for urban areas.

B. Present Zoning

The part of North Richmond within the City is zoned R-2 (apartment) except for a strip of C-1 along Filbert between Duboce and Willard Streets, M-2 zoning on the north side of Vernon Avenue, and M-3 south of Vernon. In the County the built-up residential area is zoned R-2 (which is two-family and single-family zone requiring 4000 square feet/dwelling unit), with strips of R-B, retail business, along Chesley and Grove Avenues. The "peninsula" of County territory just west of York Street is MRA (apartment) with a requirement of 1500 square feet/unit. The area between Wildcat and San Pablo Creeks and east of 3rd Street is A-3 (greenhouse) zoning. To the west of 3rd Street and the built-up residential area the zoning is H-I, heavy industry.

C. Summary of Census Data on Housing and Population

The 1960 census data does not indicate any significant difference between the portions of North Richmond in the County and in the City. North Richmond, with a population of approximately 4500, is very predominantly Negro--less than 10% white or "other"--with a much larger than average family size, relatively few persons over 65 and a very low median age. Median income is less than two-thirds of the city average.

According to the Census, housing conditions are substantially below the city average. Over 20% of the

housing was considered unsound, compared to approximately 12% for the city. (Note: Even this 20% figure seems low when related to housing inspection data and when compared to census figures for other areas.) Owner occupancy is well below the city average, as is the median value of owner occupied units--$8,600 compared to $13,000.

D. Summary of CRP Findings

Only that part of the North Richmond area which is within the City of Richmond was covered by the block by block analysis. The results of this clearly indicate the seriousness of the renewal problem in this area. Penalty points range from minor to very bad, with all factors contributing significantly to the total penalty score. Low assessed value per unit and bare land are perhaps most significant, although there is a serious non-residential blight, misplacement, lot area deficiency, and street and right-of-way deficiency.

The September, 1964 survey showed a fairly high percentage (52%) of those interviewed who had lived in North Richmond 10 years or longer. Opinions as to the future of the area were mixed, with about half the respondents expecting the area to be somewhat better, about 1/3 expecting it to be the same or worse, and the remainder expressing no opinion. None expected the area to be "much better."

E. Study Area Strong and Weak Points

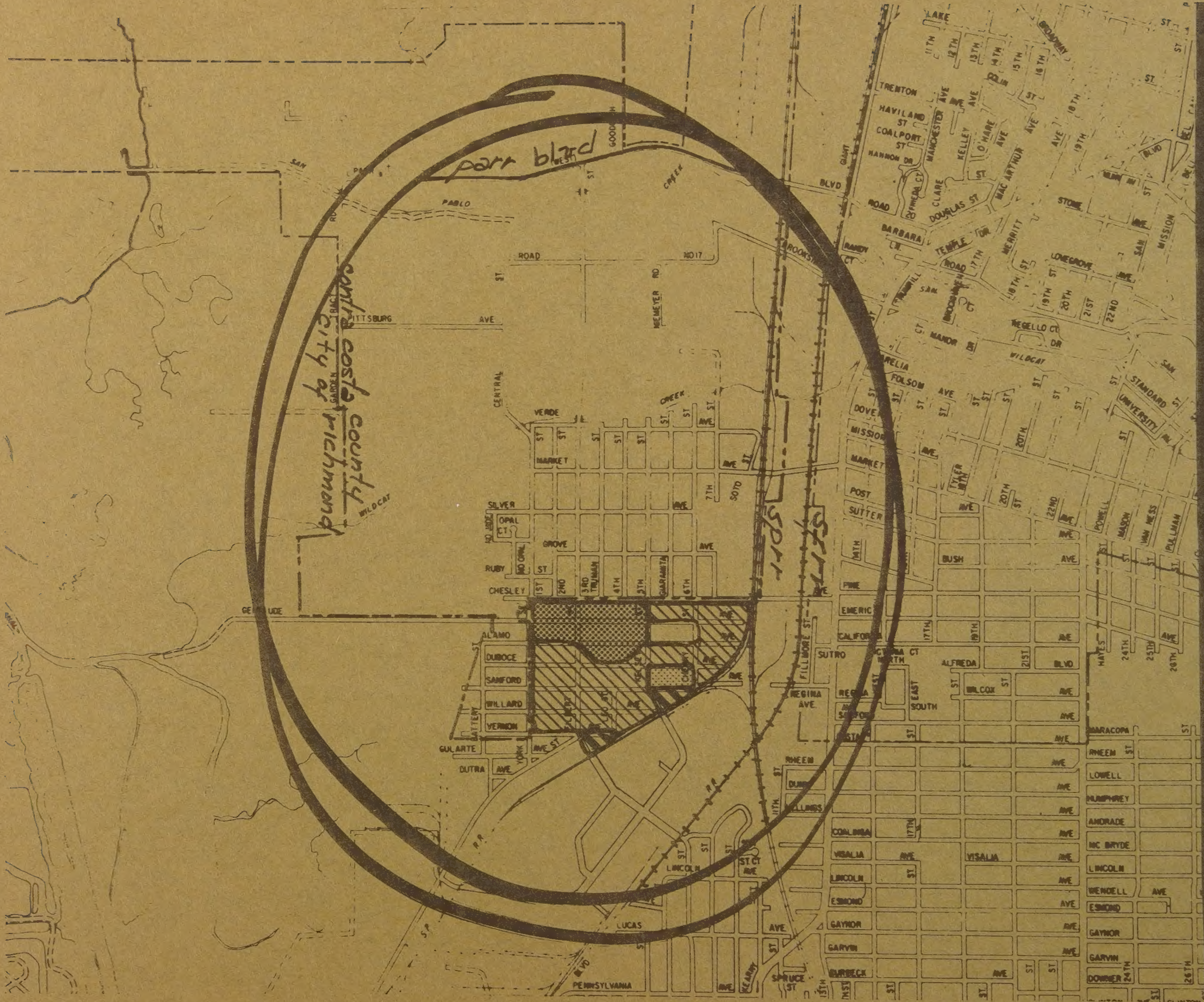
North Richmond has few strong points and a number of weak points; however, it does exist as a built-up residential area meeting a need for low-cost housing in the Richmond area. The major strong point for North Richmond is simply that it is improving as an area rather than declining. This trend justifies some optimism that the area can, with a combination of efforts, achieve a reasonable level of stability and usability as a residential area.

The area's weak points include: 1) a long-standing negative image; 2) serious social problems, including low income and unemployment, crime and delinquency, high proportion of welfare recipients, racial ghetto status, etc; 3) an over-all environment which includes several major industrial plants, automobile junkyards, and various small extensive industrial type operations; 4) separation from the remainder of the city by railroad and industrial property; and 5) lack of strong community leadership, which is hampered by out-migration of potential leaders.

II. PLANS APPLYING TO THIS STUDY AREA

A. General Plan

The most important feature of the General Plan in this area is the North Richmond Bypass, which would be a thoroughfare connection from Parr Boulevard on the north, running along approximately the Central Avenue right-of-way, swinging west of the built-up area and eventually connecting with Hensley Avenue and the Hensley Industrial Park. There would also be a connection to 7th Street over Vernon Avenue. This road would divert through traffic, especially trucks and vehicles travelling to the Richmond Sanitary District or north to various industries. It would also serve as a boundary street for defining the community. Wildcat Creek would be developed as a park strip to provide a north boundary, with special industry north of the creek. West of the bypass would be general industry. The present residential area would be urban low density, which contemplates single-family, duplex, and row house type development.


parr blvd
contra costa county
city of richmond
SPrr
ATSF
PABLO
ROAD
PITTSBURG AVE
NEMEYER RD
CENTRAL
VERDE
MARKET
SILVER
OPAL CT
GROVE
RUBY
CHESLEY
GERTRUDE
ALAMO
DUBOCE
SANFORD
WILLARD
VERNON
GULARTE
DUTRA AVE
YORK
WILDCAT
CREEK
BROOKSIDE
FILLMORE ST
SUTRO
REGINA AVE
EMERIC
CALIFORNIA
PINE
BUSH
POST
SUTTER
MISSION
DOVER
FOLSOM AVE
AMELIA
MANOR
WILDCAT
TRENTON
HAVILAND ST
COALPORT ST
HANNON DR
BARBARA
TEMPLE DR
LOVEGROVE
STONE
SAN PABLO
MISSION
STANDARD
UNIVERSITY
POWELL
MASON
VAN NESS
PULLMAN
ALFREDA
WILCOX
SOUTH
RHEEM
LOWELL
HUMPHREY
ANDRADE
MC BRYDE
LINCOLN
WENDELL
ESMOND
GAYNOR
GARVIN
DOWNER
MARICOPA
COALINGA
VISALIA
BURBECK
PENNSYLVANIA
LUCAS
SPRUCE
KEARNY
GIANT BLVD
LAKE
BROADWAY

GENERALIZED LOCATION OF RENEWAL PROBLEMS

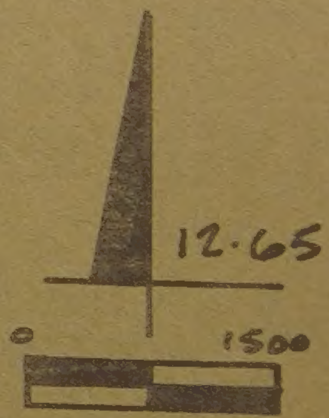
legend:

▨ very serious renewal problems

▨ major renewal problems

▩ moderate renewal problems

░ minor renewal problems



12·65

CRP

AREA VII
NORTH RICHMOND

B. Capital Improvement Program

The CIP proposes three major street improvements for the North Richmond area:

1. The widening of Filbert Street from Castro Street to Chesley Avenue (northern City limit), programmed for 1968;
2. Construction of the North Richmond Bypass, programmed for 1968; and
3. The widening of 7th Street from the SPRR to Castro Street (improvement of this grade crossing) programmed for 1966.

C. Recreation and Parks Plan

The Recreation and Parks Plan includes two proposals for the part of North Richmond within the city. These are:

1. Expansion of Shields Playground through acquisition of 1.47 acres of land--partly by closing Alamo Street and partly by acquisition of private frontage on the south side of Alamo Street.
2. Development of the North Richmond ball diamond in the area just west of Battery Street within the city.

D. Plans for Major Developments

The proposed Northwest freeway would follow a route parallel to the SPRR and several hundred feet to the west of it. The final route is still undetermined and construction is approximately 20 years in the future. Construction of the freeway would create an even stronger barrier between North Richmond and the remainder of the City but would, if properly landscaped, form a more desirable boundary than the present industiral development.

Another development which may have an effect on traffic, housing demand, and development of now vacant land is the possibility of large scale operations by Bethlehem Steel Company further north. Since the nature of the development as yet is unknown, no accurate estimate of impact can be made at this time.

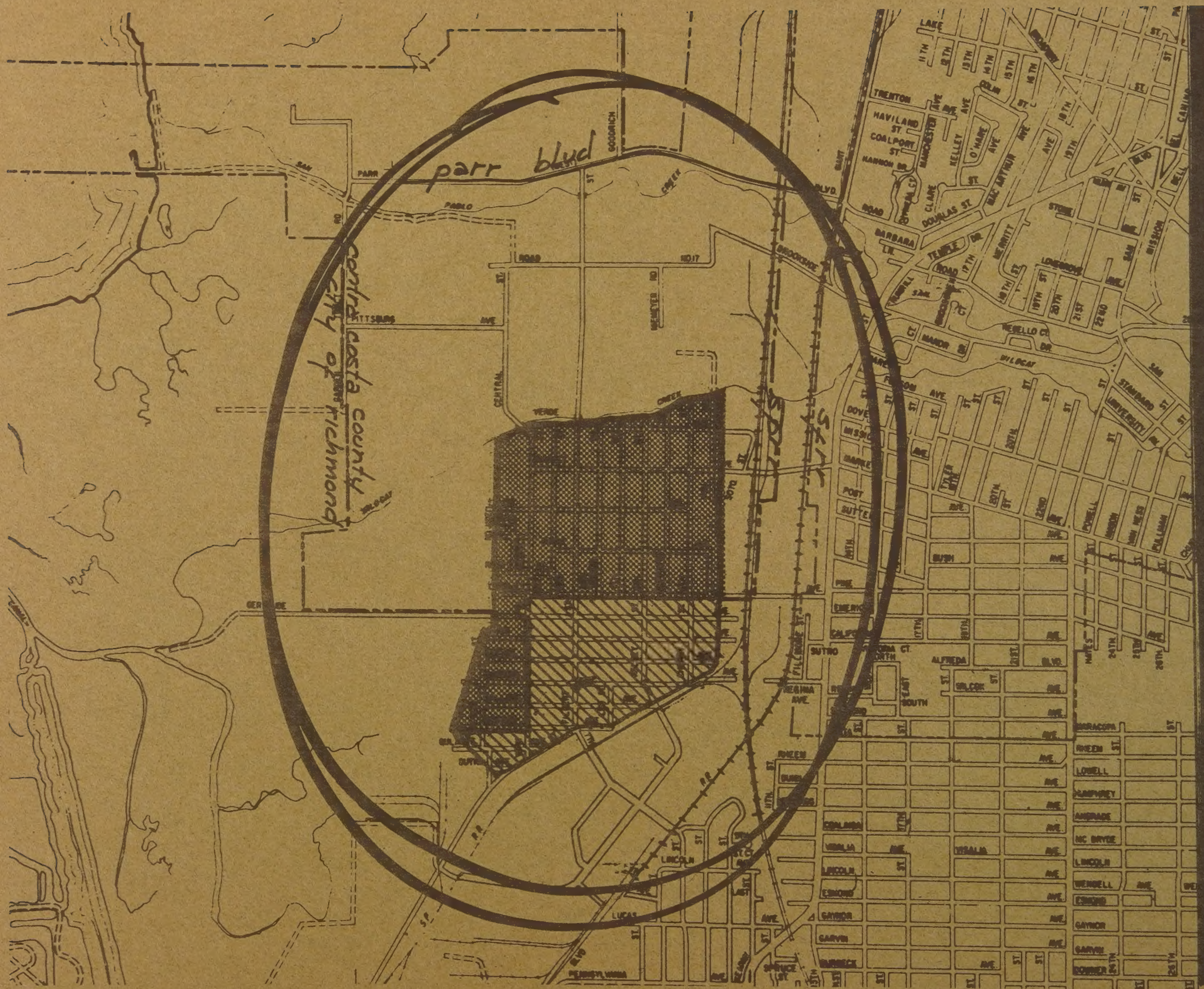
III. SPECIFIC RENEWAL PROBLEMS

General Discussion on North Richmond

The North Richmond area, as is common knowledge, contains a high proportion of the worst housing conditions in the Richmond area. It also contains several major industrial developments and has the long range potential of being developed industrially.

These two facts have given rise to the suggestion that the area be redeveloped for industrial re-use. Redevelopment, however, raises several serious questions and should not be taken as a simple solution to the problems of this area. The major questions are:

1. The serious social problems, especially relating to relocation, involved in redevelopment of an almost entirely Negro community;
2. The high cost involved, since it is very doubtful that the re-sale value of this land for industrial purposes would begin to approach the acquisition, clearance, site preparation and administrative costs;


parr blvd
contra costa county
city of richmond
PARR
PABLO
ROAD
PITTSBURG AVE
VERDE
CREEK
GOODRICH
BROOKSIDE
TRENTON AVE
DOUGLAS ST
SUTRO
ALFREDA
BLVD.
RHEEM
LOWELL
HUMPHREY
ANDRADE
MC BRYDE
LINCOLN
WENDELL AVE
ESMOND
GAYNOR
GARVIN
DOWNER
VISALIA
COALINGA
PENNSYLVANIA

PRELIMINARY PROPOSALS FOR RENEWAL ACTION #1

Legend:

▦ downtown redevelopment project

▧ proposed redevelopment project

▨ proposed federally-assisted code enforcement area

▩ other proposed special code enforcement area

░ continued present level of code enforcement

12.65

0

1500

CRP

AREA VII NORTH RICHMOND

3. Effective undertaking of such a project would require a more or less complicated joint City-County redevelopment project, since a proposal calling for substantial redevelopment would be likely to kill any annexation chances;

4. Porbably most important, such a project would run counter to the trend of the last few years, which has seen a gradual improvement rather than decline of the area.

The principal renewal problems are:

1. Poor condition of a high percentage of the structures in the area, both residential and non-residential. This results both from poor quality original construction and poor maintenance.

2. Comparatively low level of public investment in street, drainage, utility, park and community facilities.

3. Isolation from the remainder of the Richmond area by industry and railroad right-of-way, with poor street connections across these barriers.

4. Divisionof the area into City and unincorporated parts with no logical boundary.

5. Very negative public image based on appearances and history of social disorder. This has seriously curtailed the availability of funds for improvement in the area.

6. Lack of definition of boundaries on the western and northern edges.

7. Zoning in the City area permits construction of high-density apartments (City R-2, 1250 sq. ft./dwelling unit). This zoning has, in contract to the County area zoned for duplexes, discouraged single-family home construction.

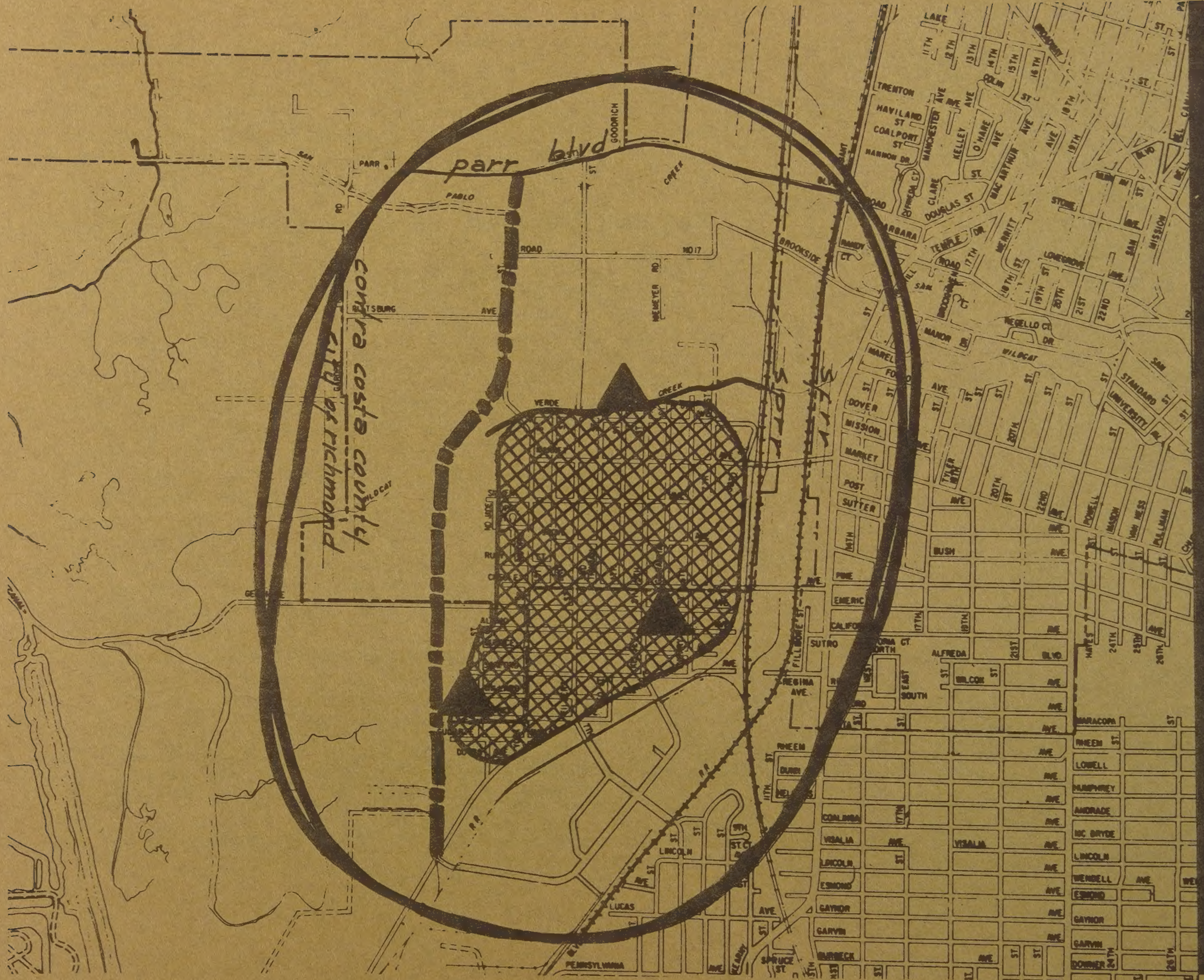
8. Serious storm drainage problems, including open ditches in some area.

IV. RECOMMENDED RENEWAL ACTIONS

On the basis of the four major problems referred to in Section III above, redevelopment of North Richmond has been eliminated as a solution to the renewal problems of the area. This leaves the alternative of improving conditions so that the area can be retained as an adequate long term residential neighborhood. To accomplish this will require a series of major actions.

One of the most important of these actions is the annexation of the unincorporated areas to the city. This step is necessary if a unified approach to the area's problems is to be achieved. Residents of North Richmond have recently (June 1965) petitioned for annexation, but many questions need to be resolved before action can be taken. Among these are: 1) coordination of city and county zoning, including appropriate city zoning for greenhouse agricultural uses, and lowering of permitted density in areas now zoned for apartments (the CRP recommends R-1 or R-MD zoning in place of the present R-2 in the area now in Richmond); 2) coordination of housing codes and housing code enforcement policies; 3) working out future operation of public housing and other public operations. The recent school district unification has already accomplished one important step toward unified government services in the area; 4) tax changes--both in terms of the property owner's point of view and the City's revenues and expenditures.

A second major step in the renewal of North Richmond is the development of the North Richmond bypass highway.


parr blvd
contra costa county
city of richmond
S P R R
A T & S F
PABLO
ROAD
BROOKSIDE
VERDE
CREEK
WILDCAT
GOODRICH
SAN
PARR
BUSH
PINE
SUTRO
ALFREDA
WILCOX
RHEEM
LOWELL
HUMPHREY
ANDRADE
MC BRYDE
LINCOLN
WENDELL
ESMOND
GAYNOR
GARVIN
DOWNER
VISALIA
COALINGA
MARICOPA
LUCAS
PENNSYLVANIA
SPRUCE
DOVER
MISSION
MARKET
POST
SUTTER
TRENTON
HAVILAND ST
COALPORT ST
HARBOUR DR
DOUGLAS ST
TEMPLE DR
STONE
LONGVIEW
MANOR
WILDCAT
STANDARD
UNIVERSITY
POWELL
MASON
VAN NESS
PULLMAN
LAKE
REGINA AVE
FILLMORE ST
EMERIC
CALIFORNIA
SOUTH

PRELIMINARY PROPOSALS FOR RENEWAL ACTION #2

Legend:

- ▩ areas proposed for extensive minor public improvements
- ▨ sites with critical development potential
- ▲ critical park and recreation development
- ★ special planning/design study areas
- ● street and right of way problems
- ▦ unsightly strip commercial development
- ▬ ▬ north richmond bypass

12.65

0 1500

CRP

AREA VII NORTH RICHMOND

This improvement is important to the area because it will substantially reduce through traffic, especially heavy trucks and vehicles travelling to and from the Richmond Sanitary Service dump. In addition, the bypass will aid in defining the area on the west side. Coupled with development of Wildcat Creek on the north as a streambed park, this should help strengthen the sense of community or "place" in North Richmond.

Other actions which should be undertaken include:

1. As soon as possible, preferably before completion of the first federally-assisted program in the Helms-Triangle North area, the City should undertake a federally-assisted code enforcement program in North Richmond. (Exact timing will depend on the status of annexation procedures, construction of the North Richmond bypass, and, of course, on the City's ability to meet its one-third share of total costs. If all or part of the cost of the North Richmond bypass can be credited as the local share, financing of the total project should be much more feasible.) A federally-assisted project has particular advantage in North Richmond because of special grants and loans for home improvements available in such areas. This should permit residents to accomplish considerably more improvement that otherwise would be possible.

2. Construction of standard curbs, gutters and sidewalks, reconstruction or repair of streets and construction of adequate storm sewers and culverts so as to completely eliminate flooding, open ditches, and other drainage problems. This could be done at least expense to the City as part of the one-third local share of a federally-assisted code enforcement project.

3. Landscaping of interior streets, new bypass right-of-way, school and park areas, and insofar as possible, all border areas between residential and industrial or railroad areas.

4. Development of park and open space areas, including Wildcat Creek streambed; the small park site adjacent to the school at the end of Giaramita Avenue (in County); the North Richmond ball diamond and expanded Shields Playground as proposed in the Recreation and Parks Plan.

5. Organize as intensive as possible a combined program of attack on the various social and economic problems of the area, including unemployment and low income, crime, juvenile delinquency, lack of available financing assistance, etc.

6. Construct some kind of civic design attraction of focal point, possibly in connection with the proposed ball diamond or bypass, which could serve as a symbol of general community faith in the area's ability to renew itself. This landmark or focal point should be, insofar as possible, a product of the community and not something imposed from outside.

Section 500 - Final Report
COMMUNITY RENEWAL PROGRAM
AREA SKETCH STUDY
Parchester Study, No. VIII

I. EXISTING CONDITIONS

A. Present land use

Parchester is a single subdivision, isolated from the remainder of Richmond, approximately two miles from the northern edge of the city. The only road access is via the Giant Highway, and the subdivision is bounded on both east and west sides by major railroads. The area was subdivided in 1949 and consists of small single-family homes on 5000 square foot lots. The original proposal was for a much larger development than the present Parchester Village. The only land uses within the subdivision other than single family homes are a couple of small churches and a small strip of neighborhood shopping on the southern edge. The area surrounding the subdivision is developed on the south with heavy industry (including a foundry); on the north and west is vacant industrial land; and the Richmond Golf and Country Club is to the east. The Country Club property is owned by the Bethlehem Steel Corporation and is zoned for industrial development.

B. Present Zoning

With the exception of the southeast corner (containing a grocery store and several small businesses, a service station and the small churches) which is zoned M-3, heavy industrial, the entire tract is zoned R-1, single family. All of the land surrounding the subdivision is zoned M-3.

C. Summary of Census Data on Population and Housing

The population of this study area, comprising approximately 2.5% of the population of the city, is composed of young Negro families of considerably larger size than the city average, living in sound housing which is predominantely owner occupied. From other data it was determined that the housing units are roughly 80% of the value of the city average.

D. Summary of CRP Findings

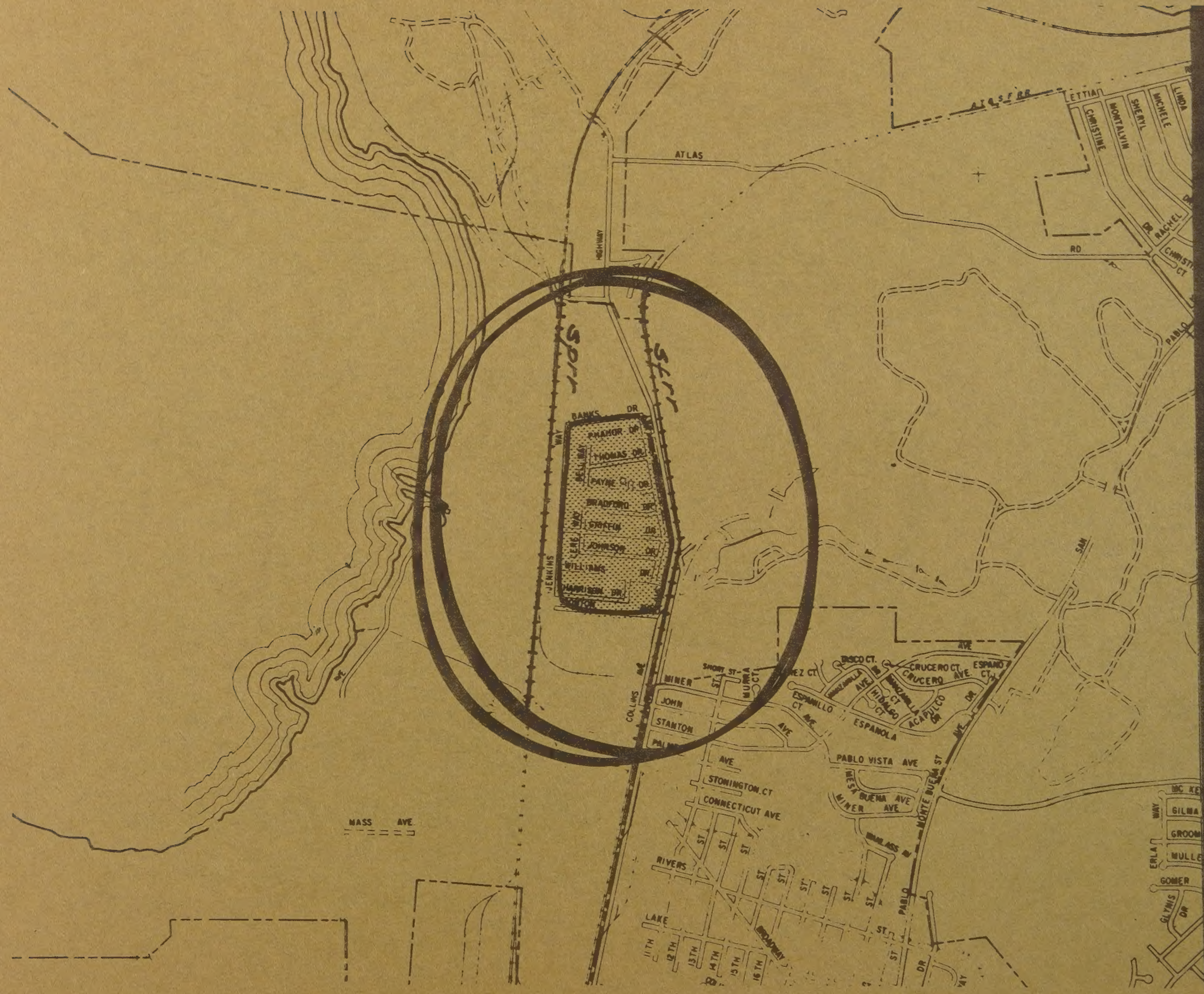
The area is almost uniformly within the 100-200 penalty point range, and the principal factor is low average assessed value per unit. Street and right-of-way conditions account for only a small part of the penalty. The special population census of 1964, which covered 94 respondents in 4 blocks, noted that, of the 87 who answered the question on length of residence, 82 or 94+% had lived in the San Francisco Bay Area 5 or more years and over 85% had lived in the neighborhood over 10 years, indicating a high degree of residential stability.

The census question on opinion of the neighborhood's future showed two-thirds of the residents expected the neighborhood to be the same or better, only 6% expected it to be worse, and the remainder expressed no opinion. The census interviewers also stated that there appeared to be a fairly strong feeling that the recent annexation to the City should and would bring improvement.

E. Review of Neighborhood Strong and Weak Points

Parchester's principal strong points are: 1) the pattern of land development, although slightly below current standards, is essentially sound; 2) physical facilities, including streets and other public facilities and private structures are, for the most part, in satisfactory condition.

The principal weak points of the area are: 1) the isolation of the area from Richmond and from many necessary community facilities; such as schools, adequate shopping, etc.; 2) the surrounding area is entirely developed with heavy industry or is zoned and planned for such development; 3) the lack


SPRR
SPRR
ATLAS
HIGHWAY
RD
AT&SFRR
LETTIA
CHRISTINE
MONTALVIN
SHERYL
MICHELE
LINDA
DR
RACHEL
CHRISTINE CT
PABLO
BANKS DR
WAY
MANOR DR
THOMAS DR
BELL WAY
PAYNE DR
BRADFORD DR
WAY
GRIFFIN DR
LENS
JOHNSON DR
WILLIAMS DR
HARRISON DR
JENKINS
MINER
SHORT ST
ST
MURRA CT
EZ CT
DISCO CT.
CRUCERO CT.
CRUCERO AVE
ESPANO CT
AVE
MANZANILLA
HIDALGO CT
ACAPULCO DR
ESPANILLO CT
AVE
ESPANOLA
COLLINS
JOHN
STANTON
PALM
AVE
PABLO VISTA AVE
STONINGTON CT
CONNECTICUT AVE
MESA BUENA AVE
MINER AVE
MONTE BUENA ST
AVE
DR
SAN
RIVERS
LAKE
BROADWAY
11TH
12TH
13TH
14TH
15TH
16TH
ST
PABLO
DR
MASS AVE.
MC KE
GILMA
GROOM
MULLE
ERLA WAY
GOMER
GLYNIS DR

GENERALIZED LOCATION OF RENEWAL PROBLEMS

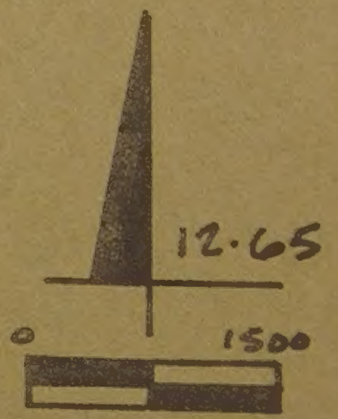
Legend:

▨ very serious renewal problems

▨ major renewal problems

▩ moderate renewal problems

░ minor renewal problems



CRP

AREA VIII
PARCHESTER

of certain neighborhood facilities--especially for recreation--which can be supported by the Parchester area alone; 4) the presence of a significant number of houses with a low level of maintenance.

II. PLANS APPLYING TO THIS AREA

A. General Plan

The General Plan, as adopted by the City Council, proposes continued single-family use for present Parchester and recommends heavy industrial development for the areas surrounding the subdivision.

B. Recreation and Parks Plan

The 1964 Recreation and Parks Master Plan proposes two facilities for Parchester: a neighborhood center at Don Way and Williams Drive, and a playfield adjacent to the subdivision on the north side, on land to be leased from Bethlehem Steel Company.

C. Plans for Major Developments

There are no concrete plans for major developments in this area. However, the recent acquisition by Bethlehem Steel Corp. of the lands east, west, and north of Parchester will undoubtedly cause changes in the land development and circulation pattern. One result will probably be better access to Parchester from Richmond, another may be changes in demand for homes in Parchester. The nature and timing of any changes, however, is so uncertain as to preclude basing any detailed recommendations on them.

II. SUMMARY OF SPECIFIC RENEWAL PROBLEMS

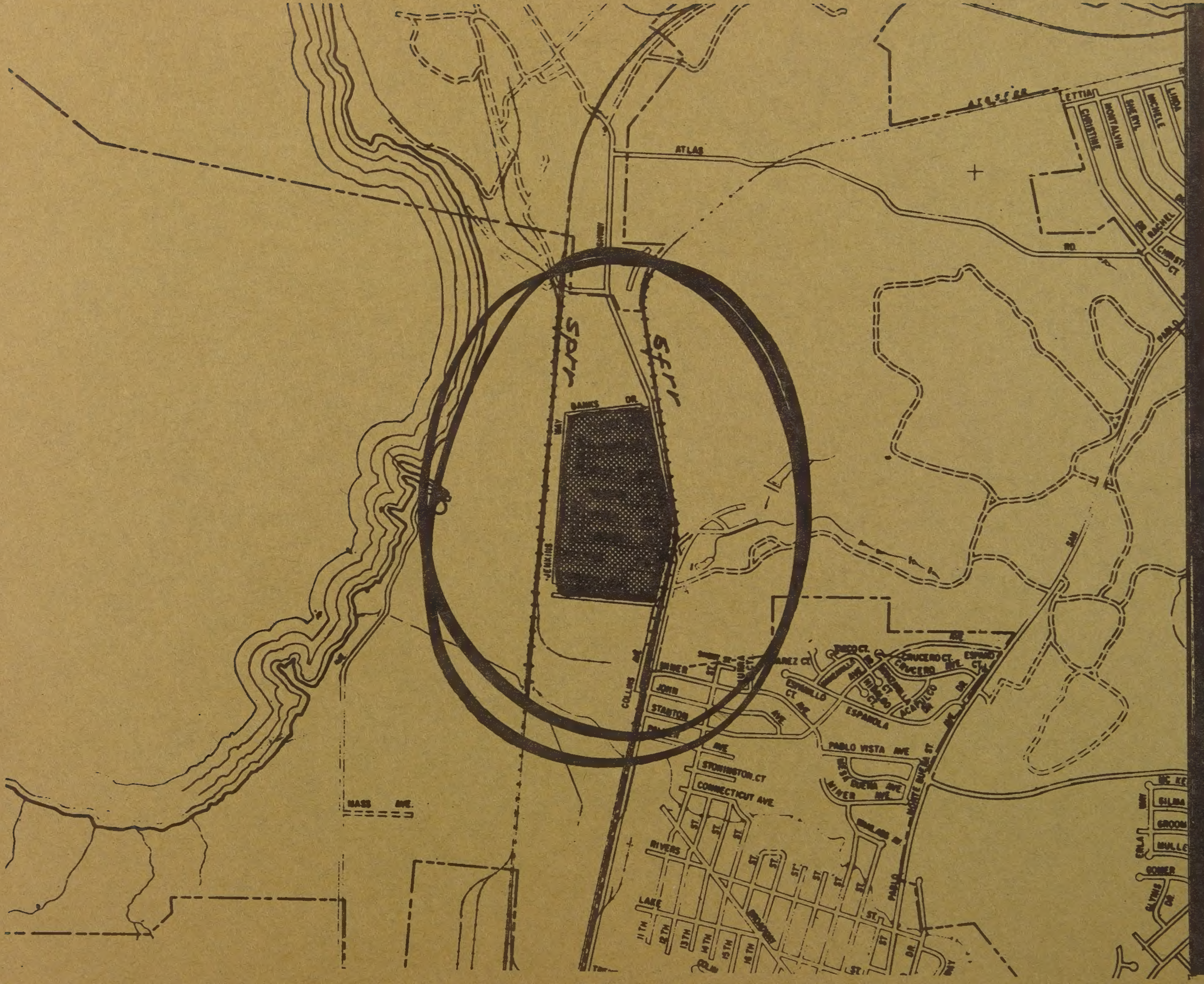
The renewal problems in this area can be divided into those which involve conditions within the Parchester development and those pertaining to its surroundings.

The principal problems within the development are: 1) low level of maintenance of some structures; 2) lack of community facilities, especially recreation space, which could be supported entirely by the isolated population of the area.

The problems pertaining to the surroundings are mainly: 1) the undesirable influence of industrial and railroad property on the area; 2) the poor highway linkage between Parchester and the rest of Richmond; 3) future plans which virtually exclude the possibility of significant change in these patterns.

IV. RECOMMENDED RENEWAL ACTIONS

1. Development of the facilities recommended in the Recreation and Parks Commission Master Plan, including particularly the playfield just to the north of Parchester.
2. Development of a coordinated program of city housing code enforcement plus neighborhood supported improvement of maintenance.
3. Change in the present M-3 zoning in the southeast corner of the subdivision so as to reflect present land use.
4. Improve landscaping along railroad rights-of-way bounding the area.
5. Through the neighborhood council and other agencies, encourage residents to take advantage of available opportunities, particularly under the Federal Economic Opportunity Act, to improve their job skill and income levels.


ATLAS
SPRR
SFRR
BANKS DR.
JENKINS WAY
COLLINS AVE
MINER
JOHN
STANTON
ESPANOLA
PABLO VISTA AVE
STONINGTON CT
CONNECTICUT AVE
RIVERS
LAKE
MASS AVE
CRUCERO AVE
MONTE BUENA ST
MINER AVE
CHRISTINE
MONTALVIN
SHEEYL
MICHELLE
LINDA
ETTIA
RACHEL
RD.

PRELIMINARY PROPOSALS
FOR RENEWAL ACTION #1

Legend:

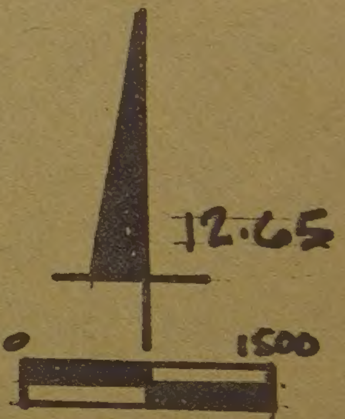
▦ downtown redevelopment project

▨ proposed redevelopment project

▨ proposed federally-assisted code enforcement area

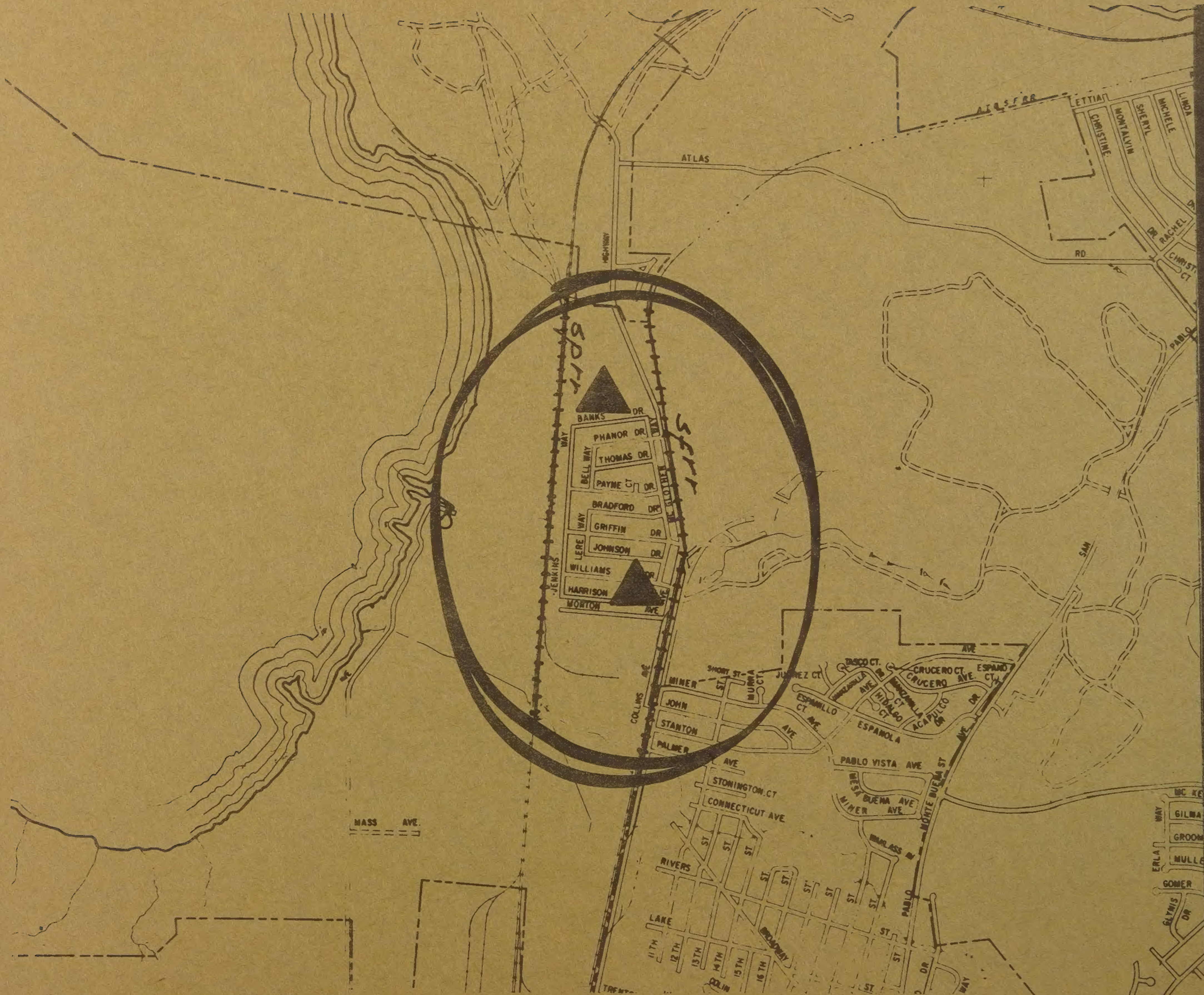
■ other proposed special code enforcement area

░ continued present level of code enforcement



CRP

AREA VIII
PARCHESTER


ATLAS
AT&SF RR
HIGHWAY
RD
LETTIA
CHRISTINE
MONTALVIN
SHERYL
MICHELLE
LINDA
RACHEL
DR
CHRISTINE CT
PABLO
SPRR
SFRR
BANKS DR
PHANOR DR
THOMAS DR
PAYNE CT DR
BRADFORD DR
GRIFFIN DR
JOHNSON DR
WILLIAMS
HARRISON
MORTON AVE
JENKINS WAY
BELL WAY
LERE WAY
SHORT ST
MINER
JOHN
STANTON
PALMER
COLLINS AVE
MURNA CT
JUAREZ CT
TASCO CT
CRUCERO CT
ESPANO CT
CRUCERO AVE
ESPANILLO CT
ESPANOLA
HIDALGO CT
ACAPULCO DR
AVE
PABLO VISTA AVE
MESA BUENA AVE
MINER AVE
MONTE BUENA ST
STONINGTON CT
CONNECTICUT AVE
RIVERS
LAKE
11TH
12TH
13TH
14TH
15TH
16TH
COLIN
BROADWAY
ST
MASS AVE
SAN
MC KE
GILMA
GROOM
MULLE
GOMER
ERLA WAY
GLYNIS DR
TRENT

PRELIMINARY PROPOSALS
FOR RENEWAL ACTION #2

Legend:

- ▩ areas proposed for extensive minor public improvements
- ▨ sites with critical development potential
- ▲ critical park and recreation development
- ★ special planning/design study areas
- ● street and right of way problems
- ▦ unsightly strip commercial development
- ▬ north richmond bypass

12·65

0 1500

CRP

AREA VIII
PARCHESTER

I. EXISTING CONDITIONS

A. Present Land Use

The predominant land use in this area is single-family homes, although there are some scattered apartments and a few places--especially the strip fronting on Barrett and Macdonald Avenues, and some San Pablo Avenue frontage--where there is more intensive apartment development. There is very little industrial development and commercial uses are confined to frontages on 23rd Street, Macdonald Avenue, and San Pablo Avenue. Most of this commercial development is roadside or neighborhood in character, although the concentration of office and banking activity plus Montgomery Ward's store creates a shopping area near Macdonald and San Pablo Avenues which is competitive with the downtown.

There are several major land uses in the area which should be noted. These are:

1. The Civic Center, including the City offices and three major cultural facilities--the library, auditorium, and art center.
2. Nicholl Park, with a range of park and recreation facilities, and the adjacent YMCA-YWCA.
3. Harry Ells High School.
4. The County office building.
5. Alvarado Park, on the northeast edge, which is the only large park in the city with any sizable amount of natural landscaping.
6. Richmond Union High School.

Generally, residential structures are in good condition, and the area has an over-all well maintained appearance. There are some scattered homes in poor repair but no serious concentration. Much of the commercial street frontage is not attractive and in some cases blighted. Streets are in reasonably good condition although there remain many "dip" intersections needing culverts, and scattered areas where curb, gutter, or sidewalk are below standard.

B. Present Zoning

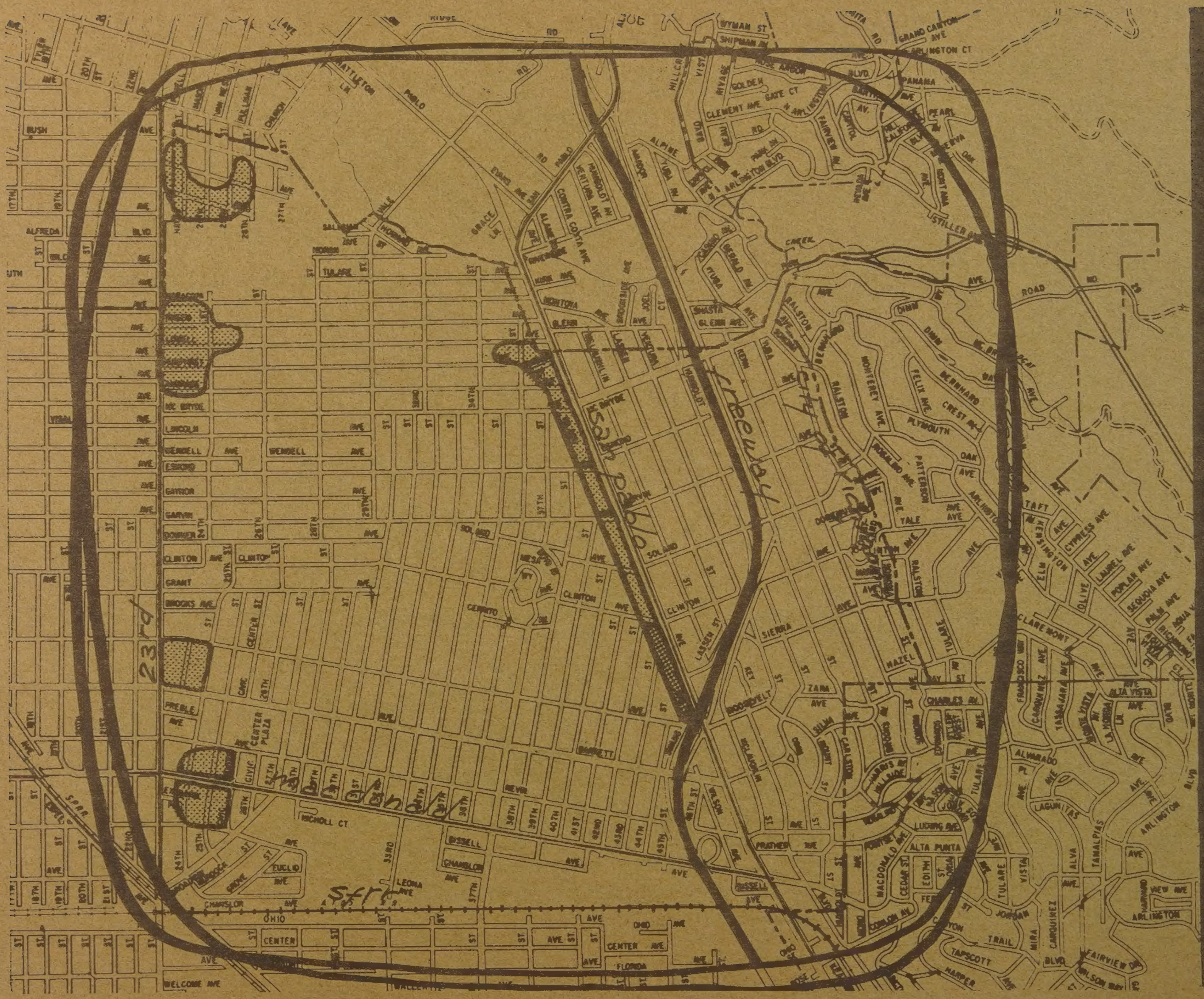
The area is zoned single-family except for the following areas:

1. R-2 apartment zoning along the Eastshore Freeway route, between Barrett and Macdonald, and in a strip varying in depth but usually one block deep behind the 23rd Street frontage.
2. C-2, general commercial, along San Pablo Avenue, Macdonald, and 23rd Streets and between Broadway, 24th Street, and Macdonald.
3. C-M, central business, along 23rd Street from Carlson to Barrett Avenue.

Generally this zoning pattern conforms to the General Plan proposals for the area.

C. Summary of Census Data on Population and Housing

Study Area IX contained a total of 21,265 people in 1960. This represents 29% of the population of the city. However, since this study area represents a


freeway
San Pablo
city
23rd
Macdonald
SFRR
San Pablo Ave
Macdonald Ave
Arlington Blvd
Barrett
Nevin
Bissell
Clinton
Solano
Ralston
Stiller Ave
Carlson
Creek
Ohio
Center
Cutting
Chanslor
Grant
Brooks Ave
McBryde
Lincoln
Wendell
Esmond
Gaynor
Garvin
Dunn
Sierra
Roosevelt
Hazel
Tulare
Vista
Alvarado
Moraga
Sonoma
Marin
Clinton Ave
Ralston Ave
Claremont
Kensington
Arlington
Fairview Dr
Alta Punta
Tapscott
Harper
Welcome Ave
Tamalpais
Carquinez
Alva
Mira
Trail
Road
Rd
Hillcrest
Golden
Clement Ave
Arlington Blvd

GENERALIZED LOCATION OF RENEWAL PROBLEMS

Legend:

▨ very serious renewal problems

▨ major renewal problems

▩ moderate renewal problems

░ minor renewal problems

12·65

0 1500

CRP

AREA IX NORTH & EAST

portion of the city which is already built-up, there has probably been only a very small increase in population since 1960, with a corresponding decrease in its percentage of the total population of the city. This is borne out by the records of the Building Division which show that between June, 1960 and June, 1964 there was a net gain of 194 housing units versus 2,193 for the city. This amounts to a percentage gain of less than 10% for this area.

The population of the area can be summarized as almost 100% white, living in households of slightly smaller size than the average for the city, and having a median age about four years greater than that for the city. The median income per family is almost $1,000 higher than the median for the city.

Housing can be summarized as sound, heavily owner occupied, and of slightly higher median value than housing for the city as a whole. Survey of the area bears out the conclusion that the houses in general tend to be small but well maintained.

D. Summary of CRP Findings

This area does not show any widespread serious problems, although there are a few areas with localized problems. Low assessed value per unit is significant only along major thoroughfares and to some degree in the area just north of Richmond High School. Only two deficiencies are present to even a low degree in the interior--bare land and lot area deficiency--and these are apparently not serious. The census indicates a small amount of unsound housing in the area east of San Pablo Avenue and west of the Freeway, and some in the corridor between Macdonald and Barrett. Street and right-of-way conditions show minor problems in the area as does misplacement, which is concentrated along the major street frontages.

Non-residential measurements indicate that a significant number of structures along 23rd Street, Macdonald and San Pablo Avenues have reached mid-life, as determined by the assessor, and are in fair condition.

The special census indicates that this entire area has a stable residential pattern and residents generally assume the area will either not change or will improve slightly in the next ten years.

E. Study Area Strong and Weak Points

The so-called "north and east" area of Richmond is the best older established and desirable residential section of the city. It is generally attractive, well-maintained, and free of blight-producing factors. With the exception of park and recreation space, it has most of the necessary community facilities.

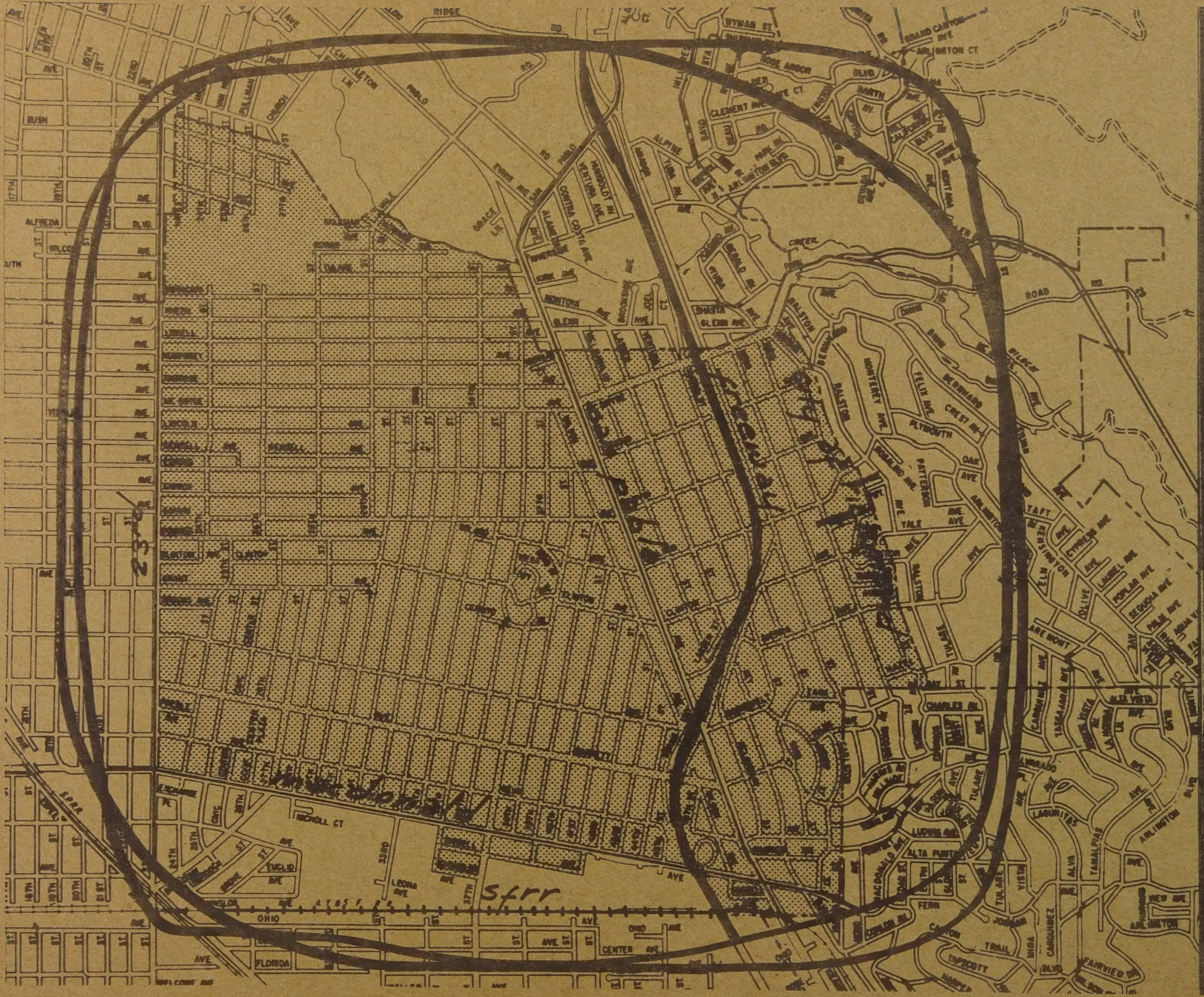
II. PLANS APPLYING TO THIS AREA

A. General Plan

The General Plan makes no proposals for major changes in present land use or circulation in the area. The entire area is proposed for urban low density (small lot single family, some duplexes, or town houses), except for the following areas:

1. The corridor between Barrett and Macdonald is proposed for urban high density (higher density apartments, height limit approximately 6-7 stories).

2. All frontage on 23rd Street, San Pablo and Macdonald Avenues, except park, school, or other already established open space areas, is planned for general commercial use. In addition, the Montgomery Ward site and the triangular area bounded by Broadway, 23rd Street, and Macdonald Avenue are indicated as general commercial.


San Pablo
Freeway
23rd
Macdonald
sfrr

PRELIMINARY PROPOSALS FOR RENEWAL ACTION #1

Legend:

▦ downtown redevelopment project

▧ proposed redevelopment project

▨ proposed federally-assisted code enforcement area

▩ other proposed special code enforcement area

▤ continued present level of code enforcement

12.65

0 1500

CRP

AREA IX NORTH & EAST

3. Wildcat Creek is proposed for development as a streambed park extending westward from Alvarado Park.

B. Capital Improvement Program

Four street improvement projects related to this study area are included in the CIP. They are:

1. The widening of Macdonald Avenue from 27th Street to the SPRR.
2. The widening of 23rd Street from the SPRR to Costa Avenue.
3. The widening of San Pablo Avenue from the Santa Fe railroad to the Eastshore Freeway overpass.
4. The reconstruction of Barrett Avenue from 27th Street to San Pablo Avenue (in two stages, breaking at 37th Street).

C. Recreation and Park Plans

There are eight proposals for neighborhood park and playground facilities in this study area. All are comparatively small proposals and are aimed at remedying the serious lack of neighborhood-type facilities in the area.

D. Plans for Major Developments

There are no major developments directly involving this area known as of the present date; however, the nearby BART station will have some impact--most likely in the form of maintaining a market for the small homes in the area, especially among older couples whose children have left home. The transit development may create pressure for higher density development in parts of the area.

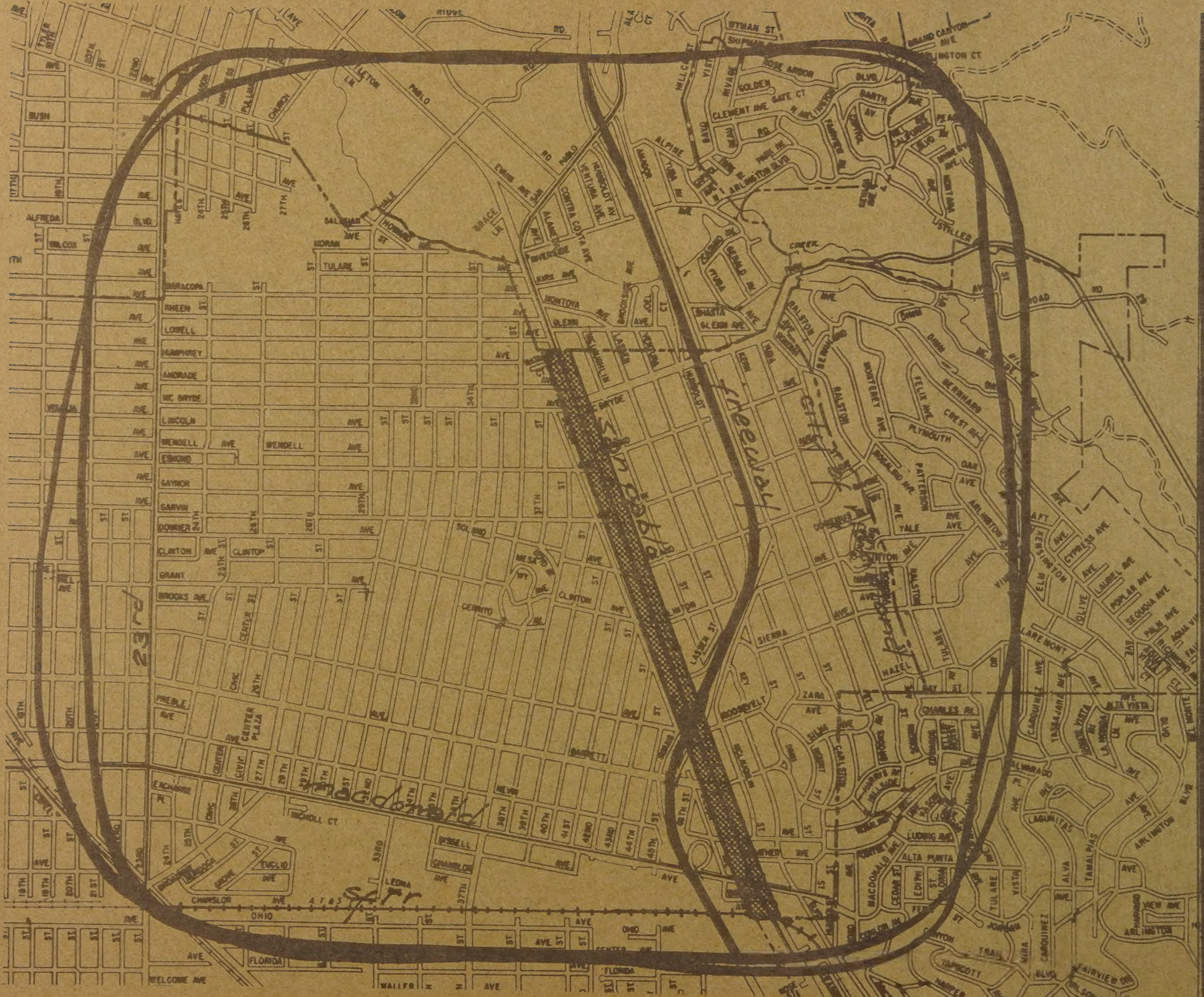
III. SPECIFIC RENEWAL PROBLEMS AND POSSIBLE RENEWAL ACTIONS

Although there are no major current renewal problems within this area, thereare some actions which could be undertaken or continued and several potential problems which should be recognized and met as they occur. The possible actions include:

1. Annexation, preferably to Richmond or possibly to El Cerrito, of the area generally lying east of Sonoma Avenue and north of El Cerrito (East Richmond Heights). With the recent school district unification and the impending development of Wildcat Canyon, this area will become increasingly related to Richmond, which surrounds it on three sides. Since it is built-up and urban in character, it is important that a high level of urban service be provided in this area.
2. Since entrance to the area is primarily from San Pablo Avenue and 23rd Street, these streets should be made as attractive as possible, through rehabilitation or replacement of rundown structures, elimination of overhead wiring, planting of street trees, sign control, etc.
3. Current efforts to improve sidewalks, curbs and gutters, and street paving and storm drainage should be continued.

The potential problems might include:

1. Relative decline in political strength. Traditionally political leadership in Richmond has been heavily represented in this area. As other parts of the city expand and new areas are developed this strength will probably decline (in fact, in recent years it has already been less certain). It is important that this area develop stronger neighborhood organization so that it can be prepared for



PRELIMINARY PROPOSALS FOR RENEWAL ACTION #2

Legend:

- ▩ areas proposed for extensive minor public improvements
- ▨ sites with critical development potential
- ▲ critical park and recreation development
- ★ special planning/design study areas
- ● street and right of way problems
- ▦ unsightly strip commercial development
- ▬ north richmond bypass

12·65

0 1500

CRP

AREA IX
NORTH & EAST

future problems. This organization should precede, rather than come in response to problems such as those in 2), 3) and 4) below.

2. If traffic-carrying capacities are not maintained and increased on border streets, such as 23rd Street and San Pablo Avenue, there will be increased traffic penetration into the area. This represents a potential blighting factor within the neighborhood which can be prevented or avoided.

3. There is a small number of deteriorated structures in the area which could be reduced, or prevented from increasing, if housing codes are enforced. Housing code enforcement might be greatly facilitated if coordinated by an effective neighborhood organization.

4. The "north and east" area presently has less than 1% Negro residents and very few other minority groups. In the next ten years it is probable that there will be at least some in-migration by minority groups. It is critical that the neighborhood be aware of this probability and that it meet it in a rational and responsible manner. Exploitation of such an in-migration, particularly by encouraging panic selling, could very quickly cause serious breakdown and blight in the neighborhood. An intelligent and informed neighborhood organization could be the deciding factor in such a situation.

Section 500 - Final Report
COMMUNITY RENEWAL PROGRAM
AREA SKETCH STUDY
Belding, Wood Study Area, No. X

I. EXISTING CONDITIONS

A. Present Land Use

The dominant land use in this area is residential, although there is extensive commercial and industrial development along major thoroughfares and the Southern Pacific railroad. The residential development is principally single-family with some duplexes and apartments ranging up to approximately 10 units. Development has occurred over an extended period of time and structures of all ages are mixed together within the area. The original land subdivision was in the form of 25-foot lots, although most of the eventual development has been on 37.5 or 50-foot parcels. Most of the structures in the area are fairly well maintained, particularly north of Pennsylvania. The commercial frontages on 23rd and 13th Streets present an over-all unsightly impression, typical of major thoroughfare strip commercial.

The AC Transit yards on Macdonald at the Southern Pacific undercrossing constitute a large site (6-7 acres) which is suitable for more intensive development as a result of the BARTD station nearby.

B. Present Zoning

North of the frontage on Pennsylvania Avenue the present zoning is R-1 single-family, with the following exceptions: 1) R-2 zoning between 15th Street and the rear of frontage on 13th Street; 2) C-2 zoning along the frontage of 13th and 23rd Streets; and 3) M-1 zoning along the Southern Pacific railroad right-of-way. South of the frontage on Pennsylvania Avenue the zoning pattern is more complicated. Between Pennsylvania and Roosevelt the area is zoned R-2; between Roosevelt and the frontage on Macdonald the area is zoned R-3. The frontages on Macdonald and 23rd Street are C-M, Central Business District, commercial plus certain light manufacturing. Along the Southern Pacific railroad right-of-way the zoning is M-2 and on Barrett, near 18th and 19th Streets, is a small amount of C-2 zoning.

C. Summary of Census Data on Population and Housing

This study area shows significantly different characteristics for the two sections north and south of Pennsylvania Avenue. The area to the north is composed primarily of white families which are slightly larger than the city average. The median age is slightly below the city median and the percentage over 65 is only half of that for the city as a whole. The median income is about 10% above the city median. Housing is sound, predominantly owner occupied, with median value of owner occupied units very close to the city-wide median.

The area south of Pennsylvania is also very predominantly white, but the family size is well below the city average, while the median age and percentage over 65 are above the city average. Median income is about 6% below the city average.

82.7% of the housing is classified as sound compared to 98.7% north of Pennsylvania and a city average of 87.9%. Slightly less than half the housing is owner-occupied and the median value of owner-occupied units is somewhat below the city average. Building Department records show that since 1956 there has been continuing development of small 4 to 8-unit apartments in the area.

D. Summary of CRP Findings

The penalty distribution in this area is significantly unequal, with the area south of Burbeck-Pennsylvania showing greater penalties.

The principal sources of penalties in this southern area are low assessed value per unit, moderate overcrowding of land, and some conflict between residential and non-residential uses. Non-residential buildings are generally over mid-life and in fair condition, with a few very old or in poor condition. Bare land is not significant and street conditions are generally alright.

North of Burbeck conditions are noticeably better, except that the strip of land between 13th Street and the Southern Pacific railroad shows high penalties. This strip picks up penalties for misplacement, value per unit, bare land, and street conditions.

The 1964 special census showed that the Belding-Woods area had a high percentage of residents who had lived in the neighborhood for 10 or more years. The census also showed a much lower than average percentage of residents with an optimistic outlook as to the neighborhood's future. Most replied they expected it to be about the same with a significant minority expecting a decline.

E. Study Area Strong and Weak Points

The strongest aspect of this area is the stable, fairly good quality residential area lying north of Pennsylvania Avenue. The area further south is in poorer condition and suffers much more from the presence of various blighting factors; however, it is also close to or adjacent to the future rapid transit station and, therefore, has considerable potential. The study area is centrally located and fairly well served with public facilities, except that recreation space is very deficient south of Pennsylvania Avenue.

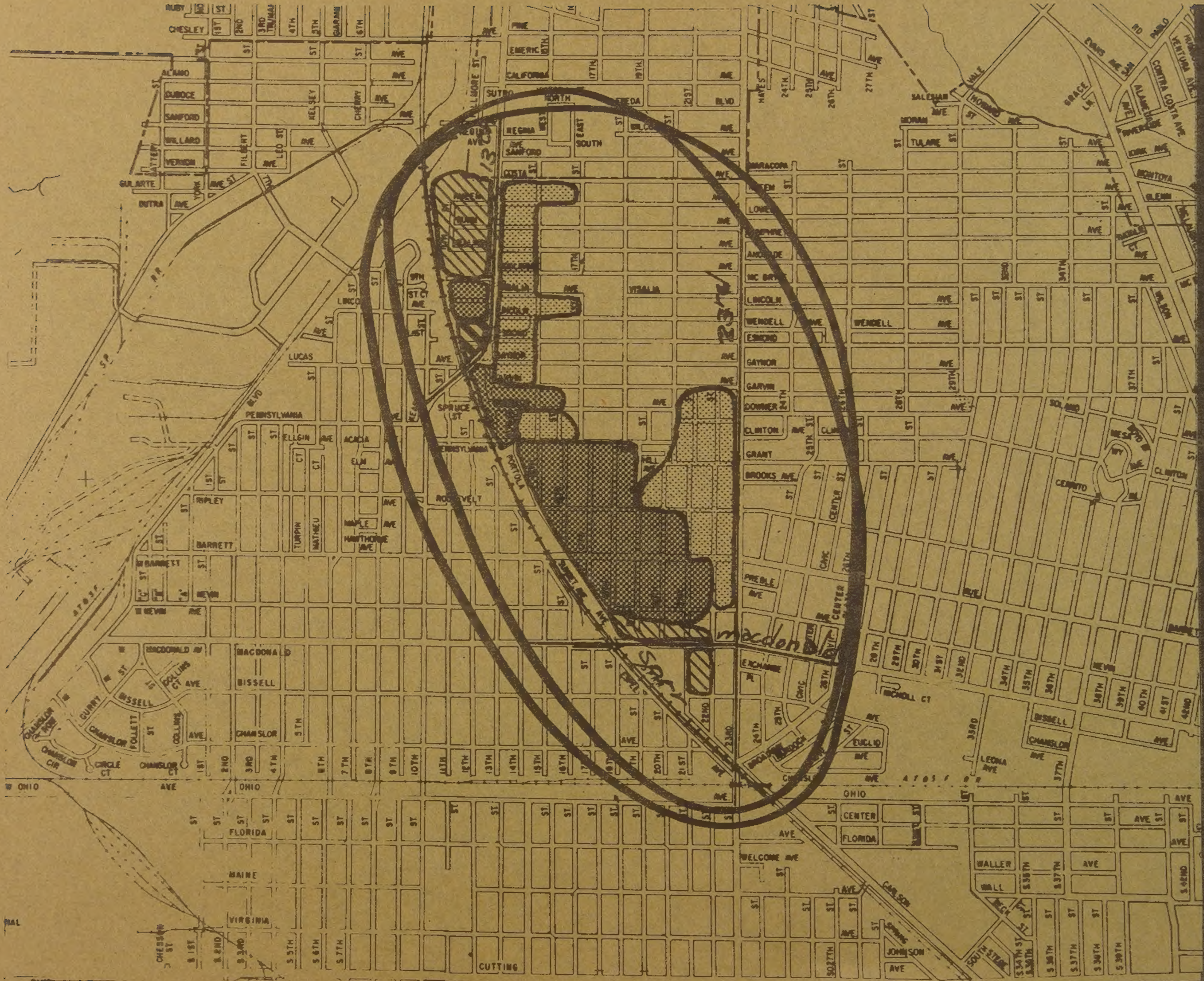
The weak points of this study area are, for the section north of Pennsylvania, the unsightly strip commercial bordering the area on 13th and 23rd Streets, the badly mixed and partially blighted area between 13th Street and the Southern Pacific railroad tracks, and some deficiencies in streets and rights-of-way, and excessive filter through traffic as a result of the grid street pattern.

South of Pennsylvania problems are more serious, with condition and original construction of buildings at a generally lower level, more intrusion of conflicting land uses, fragmentation of the area by major thoroughfares, less restrictive zoning coupled with the possibility of considerable development pressure in the near future because of the transit station location, and inadequate park and recreation space.

II. PLANS APPLYING TO THIS AREA

A. General Plan

The General Plan proposals include "special industry" for the proposed BARTD yards west of 13th Street; commercial development along the east side of 13th Street; medium density apartment development northwest of Belding School and low-density residential for the remainder of the area south to Barrett. The 23rd Street frontage would remain commercial. High density residential with commercial frontage on Macdonald is proposed for the area between Macdonald and Barrett. South of Macdonald would be additional general commercial.


13th
23rd
macdonald
SPRR

GENERALIZED LOCATION OF RENEWAL PROBLEMS

Legend:

- ▨ very serious renewal problems
- ▨ major renewal problems
- ▩ moderate renewal problems
- ░ minor renewal problems

12-65

0 1500

CRP

AREA I BELDING-WOODS

B. Rapid Transit Corridor Study

The Richmond Planning Department initiated, in mid-1965, a detailed study of the rapid transit corridor through Richmond. Although this study is still in progress (November, 1965) it has already produced several importank considerations for the area in the vicinity of the rapid transit station. Most important of these considerations is the need to emphasize development of a pedestrian-oriented link between the downtown, transit station, and civic center areas along the axis of Nevin Avenue. The proposed Portal Redevelopment project and the design of the station itself can provide means of developing this concept up to at least 19th Street. The best method of effectuating this pedestrian mall east of 19th Street has not been determined. (See "Recommended Renewal Actions" for further discussion.)

Other planning considerations which are important in this area and which are under study in the "Corridor" plan are integration of residential and non-residential development, relating land use and traffic to the BARTD station and the downtown area (including consideration of the connection of Portola Avenue and Carlson Boulevard), and appropriateness of present planning and zoning legislation in the area. It is anticipated that this study will be completed within the next few months.

C. Capital Improvement Program

Two major street widenings--23rd Street from Broadway to Costa Avenue, and Macdonald from the Southern Pacific railroad underpass to 27th Street--are proposed in the CIP.

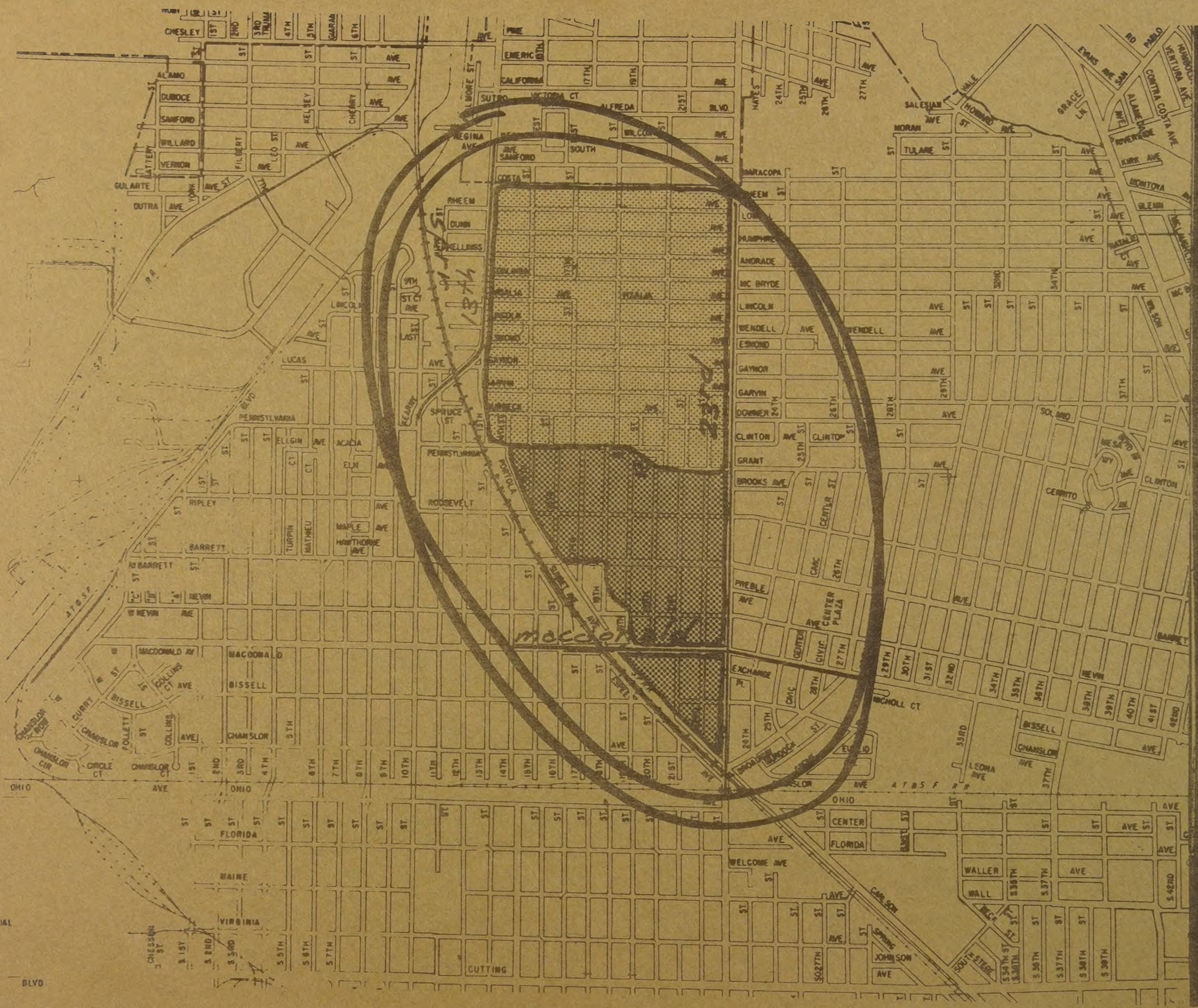
D. Recreation and Parks Plan

Two facilities are proposed for this area: 1) the Rheem playlot, a small playlot on Rheem, near 23rd Street; and 2) the Woods Elementary School-City Park, which calls for expansion of the present school site by 1.78 acres to provide a playfield and small park. Should the school board abandon the school site, as has been considered, this area is proposed to be acquired by the City to expand the park facility.

E. Plans for Major Developments

Two major, and related, developments are proposed for this area: the BARTD station, yard and street realignments, and the extension of Carlson Boulevard to tie into an improved Portola Avenue.

The BARTD actions are virtually certain to be undertaken in the next two years, although all final plans for property acquisition and construction have not yet been released. Major BARTD activities include: 1) development of a station along the Southern Pacific tracks between Macdonald and Nevin, including parking extending roughly to 19th Street, between Nevin and Macdonald and to half-way between 18th and 19th Streets between Nevin and Barrett. (Note: the Lutheran Church at 18th and Barrett is not expected to be acquired.); 2) construction of an underpass on Barrett under the BART-SP rights-of-way; 3) closing the Roosevelt and Pennsylvania Avenues grade crossings; 4) construction of an overpass to connect 13th Street with 10th Street and Pennsylvania; 5) construction of storage and repair yards between the SPRR and 13th Street, extending to the northern City limit, but not including most of the 13th Street commercial frontage. The Carlson-Portola connection


CHESLEY
ALAMO
DUBOCE
SANFORD
WILLARD
VERNON
GULARTE
DUTRA AVE
KELSEY
CHERRY
FILBERT
PINE
EMERIC
CALIFORNIA
SUTRO
VICTORIA CT
ALFREDA
REGINA AVE
SANFORD
SOUTH
WILCOX
COSTA
BARACOPA
RHEEM
DUNN
LOWELL
HUMPHREY
ANDRADE
MC BRYDE
LINCOLN
WENDELL AVE
ESMOND
GAYNOR
GARVIN
DOWNER
CLINTON AVE
GRANT
BROOKS AVE
CENTER ST
CIVIC
CIVIC CENTER PLAZA
PREBLE AVE
EXCHANGE PL
NICHOLL CT
BARRETT
NEVIN
MACDONALD
BISSELL
CHANSLOR
CUTTING
OHIO
CENTER
FLORIDA
MAINE
VIRGINIA
WELCOME AVE
WALLER
WALL
CARLSON
JOHNSON
LUCAS
PENNSYLVANIA
ELGIN
ACACIA
ELM
SPRUCE ST
ROOSEVELT
RIPLEY
MAPLE
HAWTHORNE AVE
TURPIN
MATHIEU
CURRY
FOLLETT
COLLINS
CIRCLE CT
SALESIAN
MORAN
TULARE
HALE
HOWARD
GRACE
MONTOYA
GLENN
KIRK AVE
RIVERSIDE
SOLANO
MESA
CERRITO
LEONA AVE
BROADWAY
EUCLID
SAN PABLO
CONTRA COSTA AVE
VENTURA AVE
ATSF RR
23rd
13th
macdonald

PRELIMINARY PROPOSALS FOR RENEWAL ACTION #1

Legend:

- ▦ downtown redevelopment project
- ▨ proposed redevelopment project
- ▧ proposed federally-assisted code enforcement area
- ▩ other proposed special code enforcement area
- ░ continued present level of code enforcement

12·65

0 1500

CRP

AREA I
BELDING-WOODS

is still indefinite, but presumably would include a connection from 23rd and Carlson to 13th Street, running parallel and adjacent to the railroad and transit lines; the exact nature of connections to Macdonald, Barrett and transit parking is indefinite.

It appears probable that BARTD activity will displace the AC Transit yards on Macdonald and it can be expected that some form of major development will occur on this site.

III. SPECIFIC RENEWAL PROBLEMS.

A. North of Pennsylvania Avenue

Specific problems in this area include:

1. The unsightly strip commercial development on 13th Street. (It is assumed the BARTD yards will eliminate the blighted conditions behind the frontage on the west side of 13th Street.)
2. Some need for improvement of street and right-of-way conditions.
3. Some unnecessary filter-through traffic.
4. General need for continued maintenance of residential property, expecially apartments.
5. Very substandard street pattern in the Pennsylvania-Burbeck-Grant area.
6. Localized flooding caused by lack of culverts and inadequate storm drainage facilities.

B. South of Pennsylvania

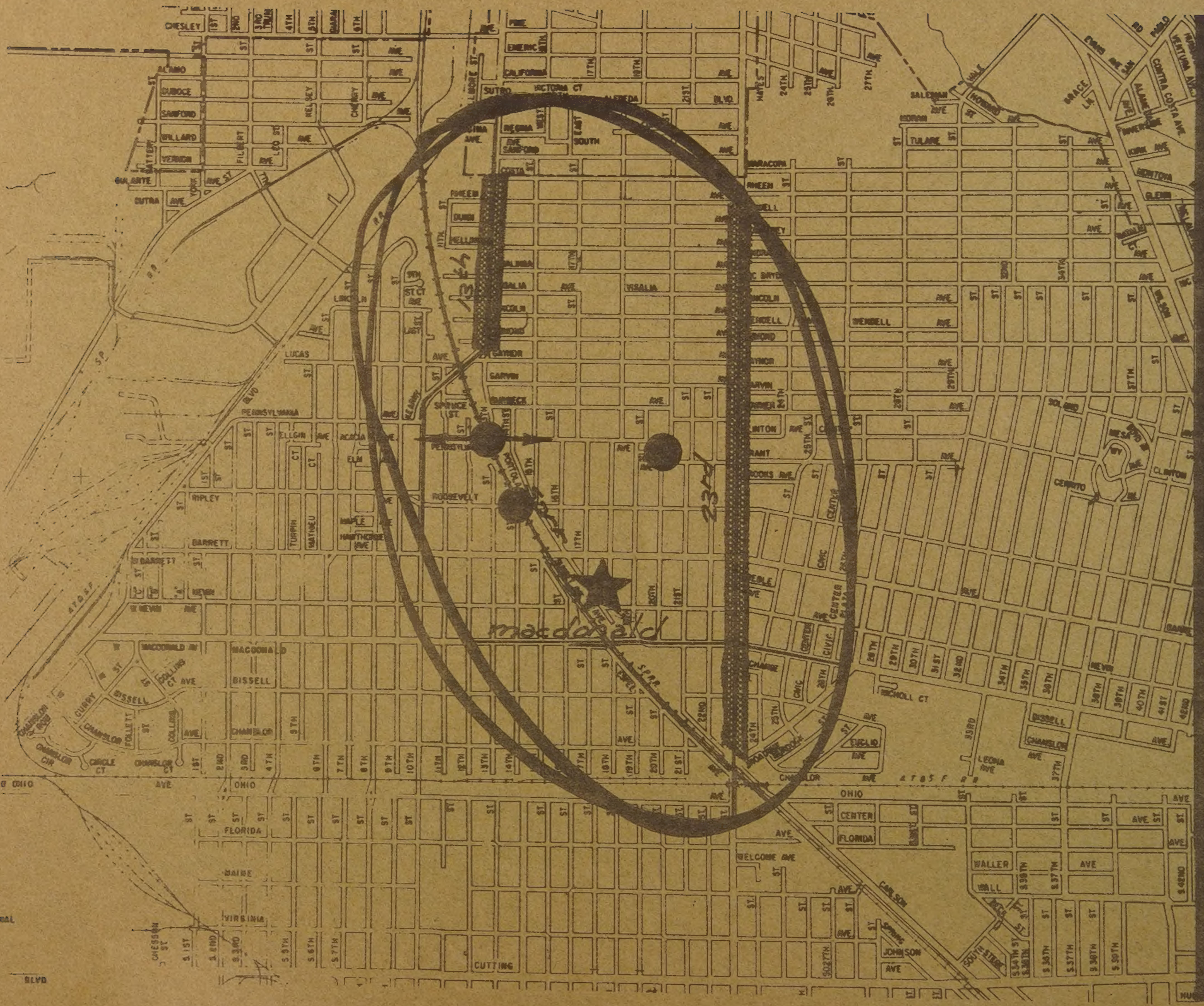
Renewal problems in this area are not so much related to existing conditions as they are to probable future development as a result of the rapid transit station. Although there are problems of blight, it is probable that even if these problems did not exist the area would be substantially transformed. The most critical problem is one of land assembly to permit higher densities in a desirable form. The present combination of zoning and typical lot size, R-3 and 50 x 100 foot lots, would permit up to twelve apartments per 5000 sq. ft. with little possibility of creating usable open space on the lot.

IV. RECOMMENDED RENEWAL ACTIONS

A. North of Pennsylvania Avenue

The frontage on the west side of 13th Street not presently proposed for acquisition by the BARTD for its yard facilities should be acquired, either by BARTD, by the City, or by any other suitable method. This land should be used for yard facilities or, if not so needed, for redeveloped commercial uses of such a nature so as to make this major approach to the downtown an attractive rather than unsightly one.

1. If BARTD does not acquire all of the frontage on the west side of 13th Street, north of Kearney, for its storage yard, a major effort should be made to upgrade its appearance (the east side of the street should make this effort under any circumstances). Those firms or owners which have opposed public acquisition should lead such an improvement campaign.


13th
23rd
macdonald
MACDONALD
OHIO
CUTTING
ATSF RR
S.P.R.R.

PRELIMINARY PROPOSALS FOR RENEWAL ACTION #2

Legend:

- ▦ areas proposed for extensive minor public improvements
- ▨ sites with critical development potential
- ▲ critical park and recreation development
- ★ special planning/design study areas
- ● street and right of way problems
- ▩ unsightly strip commercial development
- ▬ ▬ north richmond bypass

12·65

0 — 1500

CRP

AREA I
BELDING·WOODS

2. The streets in the small area roughly bounded by Burbeck, Grant, 20th and 23rd Streets are narrow and very poorly connected to other streets in the area. This presents a serious possibility of congestion if the density of development is increased. Therefore, it is recommended that present R-2 zoning in the area be changed to R-1 to conform to present development and to prevent future need for expensive reconstruction in the area.

3. Belding School is one of the older facilities in the system and should be considered for replacement in order to improve the long-term stability of the surrounding area.

4. A continuing program of code enforcement, not necessarily highly intensive in nature, should be carried on with a "preventive maintenance" approach.

5. Storm sewers and culverts should be constructed as necessary to relieve present storm drainage problems.

B. South of Pennsylvania

Three approaches to the problem of land assembly were considered: 1) assembly through redevelopment; 2) development of zoning provisions which would serve as strong inducements to assembly by private developers; and 3) assumption that private developers would assemble land under present zoning controls without inducement. The first, redevelopment, was tentatively rejected as probably too costly and time consuming for large areas, and possibly difficult to achieve political support for, although it might be workable for small, especially ciritical areas (such as the few blocks between the proposed station and the downtown redevelopment). The third was rejected, since the pressure to develop will probably be so strong as to discourage the extra time and investment required for land assembly without inducement.

The second approach, zoning revision, appears most practicable as a method of achieving a high level of development in this critical area. Such an approach would permit development up to the present maximum only when total lot area exceeded a size large enough to permit high rise development with appropriate open space. Smaller lots would be restricted to development only slightly more intensive than currently permitted in R-2. All development would also be required to provide more usable lot space than is new necessary. (In effect, on small lots, development under R-3 zoning cannot now reach maximum density limits because of off-street parking requirements.) Other zoning controls which could be considered for this area might be to superimpose a controlled development district over the area, in order to insure Planning Commission review of detailed plans, and possible designation of the transit site as a Planned Area District (it will have a residual size of approximately five acres).

All proposed zone changes, both in the ordinance and the map, should be based on the final recommendation of the Rapid Transit Corridor Study covering land use, circulation, public facilities, and overall design. This study is important as a basis for all decisions concerning developments in this area and should be completed as soon as possible. If effective techniques other than redevelopment cannot be developed, the planning studies for the Portal project should include review of the area east of the station for possible inclusion in the Portal project, (see Section VI, Iron Triangle).

In addition to the above thorough revision of zoning restrictions covering this area, there are two other major activities the city should undertake in connection with renewal of the transit station area. These are:

1. Assignment to this area of a high priority for a concentrated City housing code enforcement program in order to both encourage replacement of presently substandard buildings and to improve buildings which can be brough up to standard. This is important in order to avoid leaving buildings in the area which would have a blighting influence on new development.

2. Development for this area of a special design study to serve as a guide for both public and private decisions. This study should be based on the special planning study of the area and should reflect its proposals. It might be developed as a special design competition, sponsored by some community group, or it might be prepared by a single consultant to the city or a community group. By means of drawings, site plans and preferably a model, many design possibilities could be illustrated which could serve as guides to both public and private development and which could stimulate the imaginations of developers. The transit station area will be a major gateway to the city--if it is developed in an exciting and visually attractive manner and related properly to the downtown redevelopment and Civic Center it can do much to create a vastly improved image of Richmond.

   In addition, of course, the city should undertake such public improvement actions as are warranted, including street and traffic improvements, provision of needed park, recreation and school facilities, etc.

Section 500 - Final Report
COMMUNITY RENEWAL PROGRAM
AREA SKETCH STUDY
Fairmede Study Area, No. XI

I. EXISTING CONDITIONS

A. Present Land Use

Fairmede is predominantly developed with single-family residences, although there is a small neighborhood shopping area with a few apartments bordering it, plus some apartments just east of San Pablo Avenue at Hilltop.

B. Present Zoning

With the exception of the small neighborhood shopping center and the apartment areas mentioned above, the entire area is zoned R-1, single family. The area north of Hilltop Drive and west of the Interstate 80 Freeway is zoned M-3, heavy industry, with a short strip of M-1 zoning fronting on Hilltop opposite Shane Drive.

C. Summary of Census Data on Population and Housing

In 1960 the population of this study area comprised 4.5% of the city's population. The area can be characterized as one of young, white families living in moderately expensive homes in sound condition. The family size averages almost one person greater than the average for the city. Development since 1960 has been extensive but has not apparently resulted in any significant changes in the housing or population characteristics of the area.

D. Summary of CRP Findings

The CRP studies reveal no significant problems in this area. Such penalties as are recorded result mostly from minor street or right-of-way problems, or scattered bare land. No factor was present in such a degree or nature as to constitute a problem within the neighborhood. The September, 1964 census indicates that the area has a high degree of confidence that the future condition of the area will be as good or better than the present, with less than 10% of the 146 respondents expressing the opinion the area would be somewhat worse in 10 years, and only one who thought it would be much worse. The data on length of residence is not conclusive, since much of the area is very recently developed.

E. Review of Neighborhood Strong and Weak Points

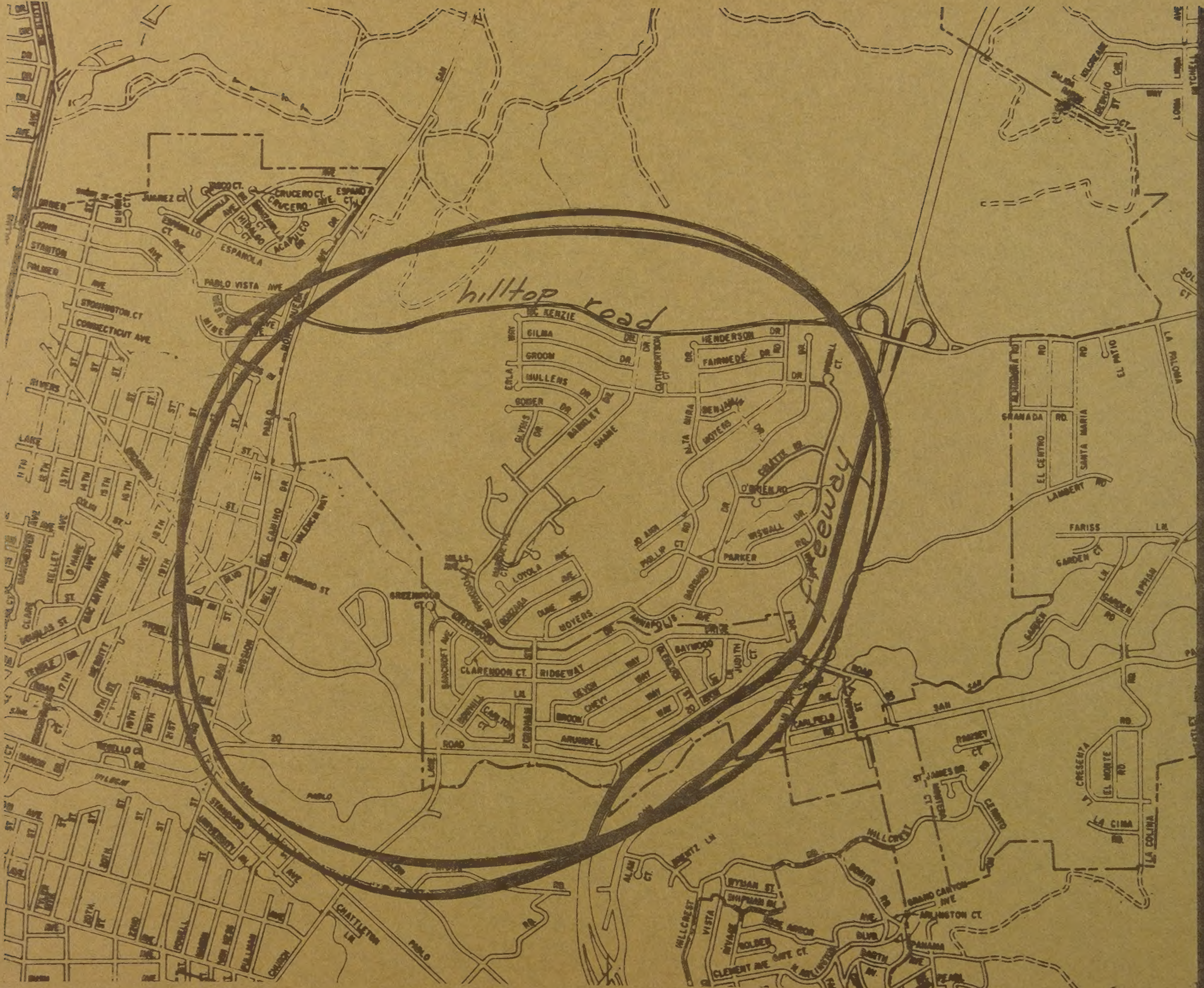
The principal strong points of the Fairmede area are: 1) the pattern of land development is good and meets today's standards; 2) physical facilities, including streets and other public facilities and private structures, are in good condition; 3) the area is fairly well served with the necessary community facilities; and 4) most of the area's environment is protected from adverse development (with the exception of the area north of Hilltop Drive--now a tank farm and zoned M-3, heavy industry).

Weak points: 1) the shopping center is larger than can presently be supported; 2) the area may face future problems if conditions change to the north, i.e., industrial development, or to the south, i.e., deterioration of the unincorporated Rollingwood area.

II. PLANS APPLYING TO THIS AREA

A. General Plan

The General Plan calls for low density urban development (single family with some low density apartments)


hilltop road
freeway
FAIRMEDE DR.
HENDERSON DR.
SAN PABLO AVE.
EL CAMINO DR.
ROAD
ARUNDEL
RIDGEWAY
CLARENDON CT.
LAMBERT RD.
GRANADA RD.
EL CENTRO
SANTA MARIA
LA PALOMA
FARISS LN.
HILLCREST

GENERALIZED LOCATION OF RENEWAL PROBLEMS

[no measurable renewal problems within city of richmond areas.]

12-65

0 1500

CRP

AREA XI
FAIRMEDE-HILLTOP

for the area south of Hilltop Drive. The Broadway-San Pablo-Road 20 triangle would provide most shopping and service facilities. The area north of Hilltop Drive is indicated for heavy industrial development. The junior college would continue as an effective western boundary of the area.

B. Capital Improvement Program

The 1965-66 CIP includes the development, beginning 1966, of the Fairmede fire station. This is the only specific project mentioned other than the Recreation and Parks projects listed below, which hinge future passage of a bond issue.

C. Recreation and Parks Plan

The Recreation and Parks Master Plan proposed four facilities for this area: 1) the Fairmede School park as a district-type play area and park, including picnic area; 2) the Vista Hills Elementary School park; 3) Hilltop Elementary School park, and 4) Knolls park as smaller neighborhood facilities.

D. Plans for Major Developments

One of the alternate proposals for the Northwest Freeway would run just north of the area, but this project is approximately 20 years in the future and is therefore too indefinite to have a major impact on the area's immediate future.

III. SUMMARY OF SPECIFIC RENEWAL PROBLEMS

Within the built-up area the only renewal problems are: 1) the usual need for continued maintenance, and 2) the improvement of the area surrounding the shopping center, which has a comparatively low level of maintenance. Continued development in the area should strenghten its market and permit the center to meet this problem itself.

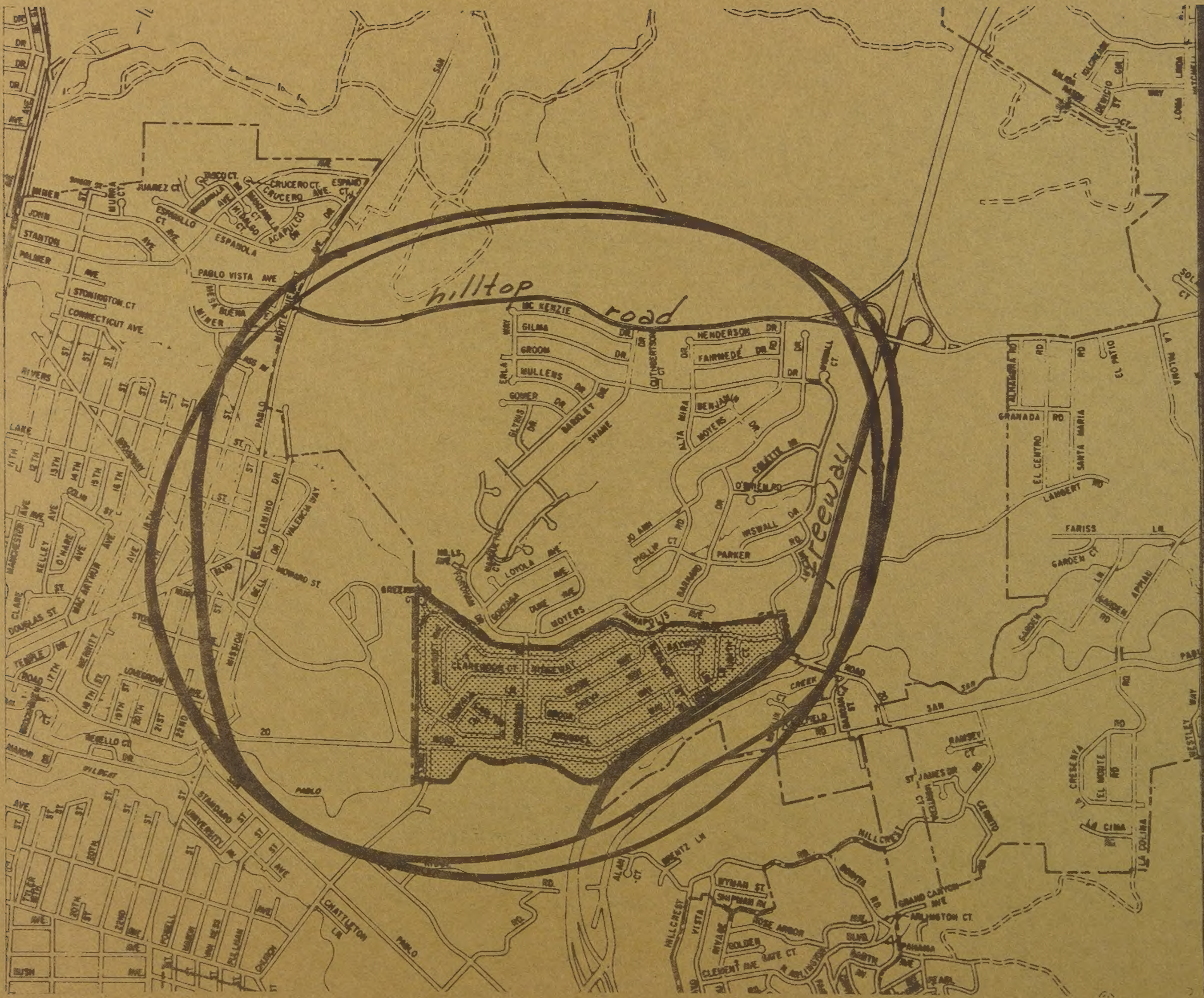
There are two areas near Fairmede which present potential problems. They are: 1) the area just to the south, actually a part of Contra Costa County, which is older and has a generally lower standard of public and private development, and 2) the area to the north, across Hilltop Drive, which could potentially be developed for heavy industry under present zoning.

IV. RECOMMENDED RENEWAL ACTIONS

A. Joint review by City of Richmond and City of San Pablo of the methods and feasibility of annexing the "Rollingwood" area which lies just to the south of Fairmede to either San Pablo or Richmond. Should annexation not prove feasible or desirable, an attempt should be made to work with Contra Costa County in improving conditions in the area through maintenance of public facilities and enforcement of appropriate codes and ordinances.

B. The City and the Fairmede Neighborhood Council should review future plans of Contra Costa College to insure that development proposals are as well integrated as possible with the surround areas.

C. The present M-1 light industrial zoning along the north side of Hilltop Drive should be extended to the freeway and to San Pablo Avenue to form a "buffer" to protect present residential development. In addition other restrictions, including possibly CD zoning, should be considered if necessary.


hilltop road
freeway
MC KENZIE
HENDERSON DR
GILMA DR
GROOM DR
FAIRMEDE DR
MULLENS DR
GOMER DR
BARKLEY DR
SHANE
ALTA MIRA
BENJAMIN
MOYERS
O'BRIEN RD
COLETTE DR
JO ANN
PHILLIP CT
PARKER
LOYOLA AVE
DUKE AVE
GONZAGA
ANNAPOLIS AVE
GREENWOOD CT
MINER
JOHN
STANTON
PALMER AVE
STONINGTON CT
CONNECTICUT AVE
PABLO VISTA AVE
JUAREZ CT
CRUCERO AVE
ESPANOLA
ACAPULCO
EL CAMINO DR
VALENCIA WAY
HOWARD ST
MISSION
DOUGLAS ST
TEMPLE DR
ROAD
LOVERIDGE
20
MANOR DR
RUBELLO CT
STANDARD
UNIVERSITY
CHATTLETON LN
PABLO
BRENTZ LN
HILLCREST
GRAND CANYON AVE
ARLINGTON CT
ROSE ARBOR
GOLDEN
CLEMENT AVE
NORTH
PANAMA
PEARL
CREEK ROAD
SAN
RAMSEY CT
ST JAMES DR
LA CIMA
LA COLINA
EL MONTE RD
CRESENTA
WESTLEY WAY
FARISS LN
GARDEN CT
LAMBERT RD
GRANADA RD
EL CENTRO
SANTA MARIA
ALHAMBRA RD
EL PATIO
LA PALOMA

PRELIMINARY PROPOSALS FOR RENEWAL ACTION #1

Legend:

- ▦ downtown redevelopment project
- ▨ proposed redevelopment project
- ▧ proposed federally-assisted code enforcement area
- ▩ other proposed special code enforcement area
- ░ continued present level of code enforcement

12·65

0 1500

CRP

AREA XI
FAIRMEDE-HILLTOP

Section 500 - Final Report
COMMUNITY RENEWAL PROGRAM
AREA SKETCH STUDY
De Anza Study Area, No. XII

I. EXISTING CONDITIONS

A. Present Land Use

The area has been subdivided comparatively recently and consists almost entirely of single-family homes and related facilities, including a small shopping center within the area. Most goods and services are provided by the commercial strip along San Pablo Dam Road.

B. Present Zoning

With the exception of the small shopping center, zoned C-1, the entire area is zoned R-1 single family.

C. Summary of Census Data on Population and Housing

The study area can be described as an area of young, white, well-to-do families living in owner-occupied homes in sound condition. The value of the housing is well above the average for the remainder of the city. Development since 1960 has been extensive but has not apparently resulted in any significant change in the housing or population characteristics of the area.

D. Summary of CRP Findings

The area shows only scattered minor penalties, principally as a result of below standard street or right-of-way conditions or presence of some bare land.

The special census of September, 1965 indicates a high degree of optimism in regard to the future of the area. Information on length of residence is not valid since many of the units are quite new.

E. Review of Neighborhood Strong and Weak Points

The area's strong points are: 1) land development pattern is good; 2) physical facilities, including streets and other public structures as well as private structures, are in good condition; 3) the pattern of development within the area is safeguarded to insure it will be of generally good quality and compatibility; 4) community facilities are generally satisfactory, although the development along San Pablo Dam Road and Appian Way is of mixed quality and generally unattractive.

The only significant weak point of the area is its geographical separation from the remainder of Richmond. This is a problem insofar as City service to the area is concerned.

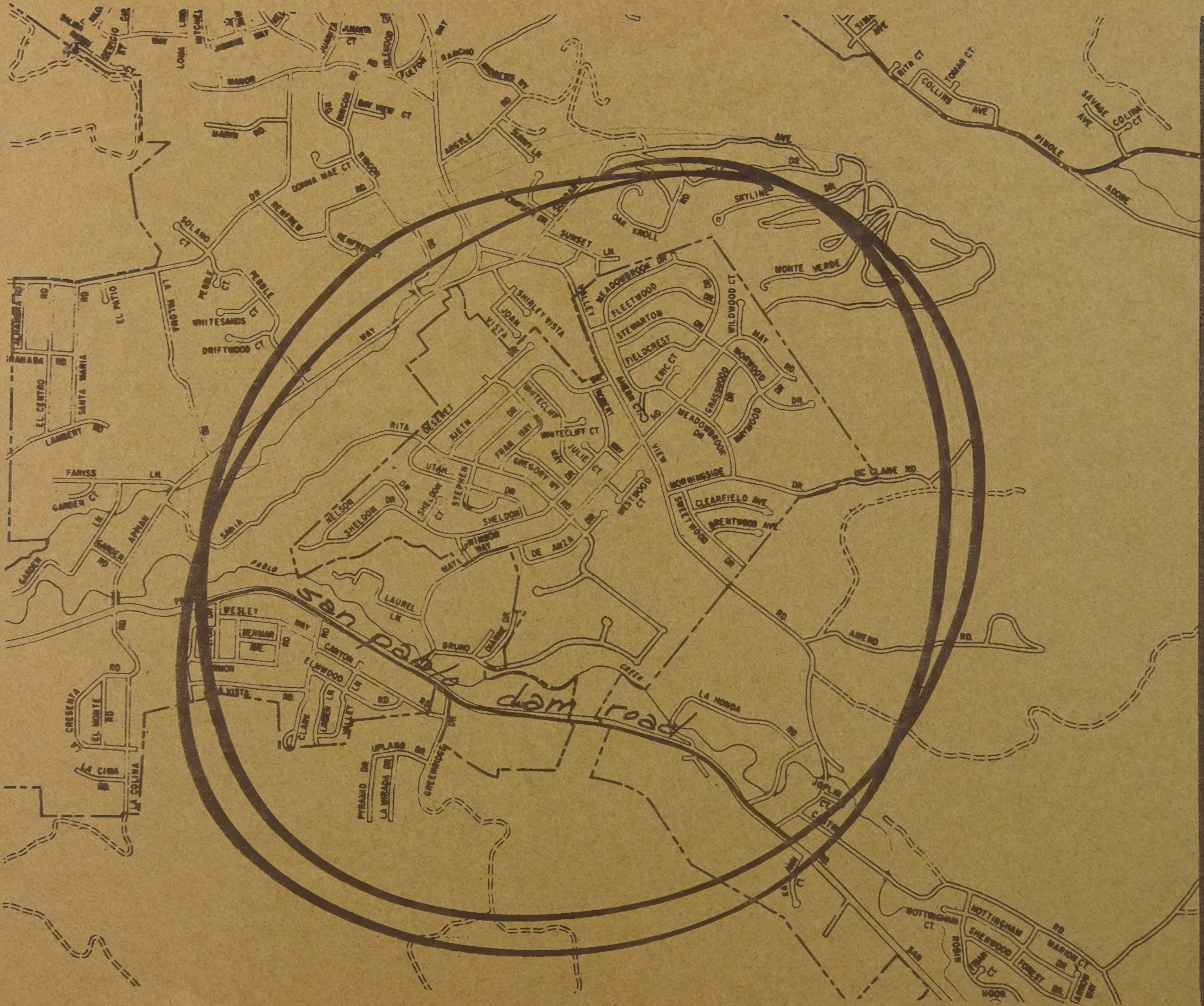
II. PLANS APPLYING TO THIS AREA

A. General Plan

The General Plan calls for single family suburban development for this area with no conflict with present development.

B. Capital Improvement Program

The CIP proposes only two projects for this area other than those listed below under Parks and Recreation. They are the El Sobrante library, already underway, and the widening of Valley View Road from May Road to the south City Limits.


san pablo dam road
SKYLINE DR.
MONTE VERDE
OAK KROLL
SUNSET LN
MEADOWBROOK DR
FLEETWOOD
STEWARTON
FIELDCREST
ERIC CT
WILDWOOD CT
NORWOOD
GRASSWOOD DR
MORNINGSIDE DR.
CLEARFIELD AVE
BRENTWOOD AVE
SWEETWOOD DR
MC CLAME RD.
AMEND RD.
LA HONDA RD
WHITECLIFF CT.
FRAN WAY
GREGORY WY
JULIE CT
UTAH
STEPHEN
SHELDON DR
NELSON
DE ANZA
WINDSOR WAY
LAUREL LN
BRUNO
DUANNE DR
CREEK
WESLEY
BERMAR AVE.
CANYON
ELMWOOD
UPLAND DR
PYRAMID DR
LA MIRADA DR
GREENWOOD
CLARK
VALLEY
RITA RD
SHIRLEY VISTA
JOAN
VISTA
SOLANO CT
PEBBLE CT
WHITESANDS
DRIFTWOOD CT
EL PATIO
LA PALOMA
RENFREW
DONNA MAE CT
RINCON RD
MARIN RD.
MANOR
BAY VIEW CT
RANCHO
ARGYLE
SUNNY LN
FARISS LN.
GARDEN CT
APPIAN
EL CENTRO
SANTA MARIA
LAMBERT RD
CREDENZA
EL MONTE
LA CIMA
LA COLINA
COLLINS AVE
PINOLE
ADOBE
SAVAGE AVE.
COLINA CT
RITA CT
TOMAR CT.
NOTTINGHAM RD
NOTTINGHAM CT.
SHERWOOD
FOREST DR
MANOR CT
ROBIN
HOOD
JOPLIN

GENERALIZED LOCATION OF RENEWAL PROBLEMS

[no measurable renewal problems within city of richmond areas.]

12·65

0 1500

CRP

AREA XII DE ANZA

C. Recreation and Parks Plan

Three small, short-range neighborhood facilities are indicated: 1) an expansion of play area at Marie Murphy School; 2) development of the existing Valley View park site; 3) development of playfield sites at Valley View school to supplement the Valley View park site.

D. Plans for Major Developments

The only major development planned for the area is the Northwest Freeway, which will run along a route roughly paralleling San Pablo Dam Road. This facility is not proposed for some years--probably more than twenty--and until more detailed right-of-way is established, its impact cannot be definitely determined.

III. SUMMARY OF SPECIFIC RENEWAL PROBLEMS

The only renewal "problems" within this area are its geographic separation from the rest of Richmond and the obvious fact that maintenance is always necessary to protect even a good quality neighborhood.

IV. RECOMMENDED RENEWAL ACTIONS

A. Continue present level of housing code enforcement in the area.

B. Encourage neighborhood, by working through the neighborhood council, to develop a continuing program of enforcement of covenants and deed restrictions.

C. Work with Contra Costa County to insure that standards for new development in adjacent unincorporated areas are high enough to prevent adverse effects on the De Anza area.

D. Similarly, work with County officials to insure that the County housing code is properly enforced to prevent the development of any blight pockets.

Section 500 - Final Report
COMMUNITY RENEWAL PROGRAM
AREA SKETCH STUDY
Point Richmond Area, No. XIII

I. EXISTING CONDITIONS

A. Present Land Use

This area can be broken down into three parts, each with a different character and different set of advantages and problems. These parts are:

1. The western slope, northwest of Garrard Avenue, now developed with single-family residences.
2. The eastern slope and level areas, developed with a range of residential types and including the commercial area.
3. The undeveloped areas to the south and east, including the Santa Fe tidelands west of Garrard, Nicholl Nob, Brickyard Cove, and extending to the "Harbor Tract," (bounded by Cutting Boulevard, Wine Street, and Richmond Avenue).

In recent years there has been considerable interest in building new single-family homes in Area 1 and some pressure to develop apartments and remodel existing residential and commercial structures in Area 2. The lack of development in Area 3 can be traced to the policies of the owners of the land, although there are indications that major development may occur in the near future.

B. Present Zoning

Following a recent (December 1964) major revamping of zoning in Pt. Richmond the pattern is essentially as follows: The western slope and Nicholl Nob are zoned single family, with a 6000 sq. ft. lot limitation attached. The eastern slope, excluding the commercial areas, was rezoned R-MD (Residential-Medium Density), which lowered the density to 24 units/acre from the 35 units/acre permitted previously under R-2 zoning. The "Harbor Tract" is also zoned R-MD. The commercial area remains C-2 with CD, Controlled Development, superimposed over the part fronting on Tewksbury and Standard Avenue. All industrial zoning southwest of Standard Avenue was removed except for the triangle bordered by Railroad Avenue, Cutting Boulevard and Standard Avenue.

The Washington School site, the sewage treatment plant, and the City-owned tide lots west of the Point are zoned Community Reserve, which limits them to public open space uses.

C. Summary of Census Data on Population and Housing

Point Richmond differs sharply from city-wide averages in several respects. The area is very predominantly white, with much smaller than average families, a high median age, and a significantly low median income per family despite the number of higher income families on the western slope. The western slope, Enumeration District 60, varies considerably from the rest of Pt. Richmond in that the owner occupancy is 65%, compared to 30% for the rest of the area and 64.4% for the city average. In ED 60 median value of owner occupied units is $16,900 compared to $9,850 in the rest of the area and the city average of $13,000. Ninety-nine per cent of the housing in ED 60 is sound, whereas the city average is 87.9% and for the eastern slope of Pt. Richmond it is 56%. Most of this deteriorated housing is older frame construction, originally sound, which can be successfully rehabilitated.

The 1960 census gives a population count of 2352 for the study area; however, the Building Division records show an increase of 80 housing units since that date. At an average family size of 2.58 this would bring the population total as of June, 1964 to 2558. A reasonable assumption is that the addition of the 80 units of housing has made little change in the population composition both as to race and age, but that it has increased the average value of the housing units and has improved the percentage of sound housing. The fact that much of the building activity has occured in that part of the study area which is outside of enumberation district 60 (the western slope), would indicate that there has been some improvement or replacement of deteriorating structures.

D. Summary of CRP Findings

There is considerable variation within the Point Richmond area in the nature and extent of problems measured by CRP studies. The non-residential measures showed a serious problem with regard to age, condition, and occupancy of structures. This problem, of course, is limited to the commercial and industrial areas concentrated between Richmond and Standard Avenues. There is a slight amount of misplacement of land uses in and around this same area, but on the whole Pt. Richmond is relatively free from conflict between different types of land use.

Street and right-of-way conditions show problems throughout the area, ranging from moderate to very serious. Bare land is also found throughout the area, with concentrations on Nicholl Nob, various areas on the western slope, plus the Harbor Tract and Santa Fe tidelands.

The lot area deficiency index indicates that overcrowding of structures on the land is not a serious problem in Pt. Richmond. Only in scattered parts of the eastern slope, where there is higher density resulting from older apartment buildings, is there significant deficiency. The index which is primarily responsible for high penalty scores in Pt. Richmond is Average Assessed Value per unit. The distribution of this penalty, however, is quite unequal within the Point. It is heavily concentrated on the eastern slope, especially around the business area. It results from both scattered, small, low-value single family dwellings as well as old apartments with a very low value per unit.

E. Review of Study Area Strong and Weak Points

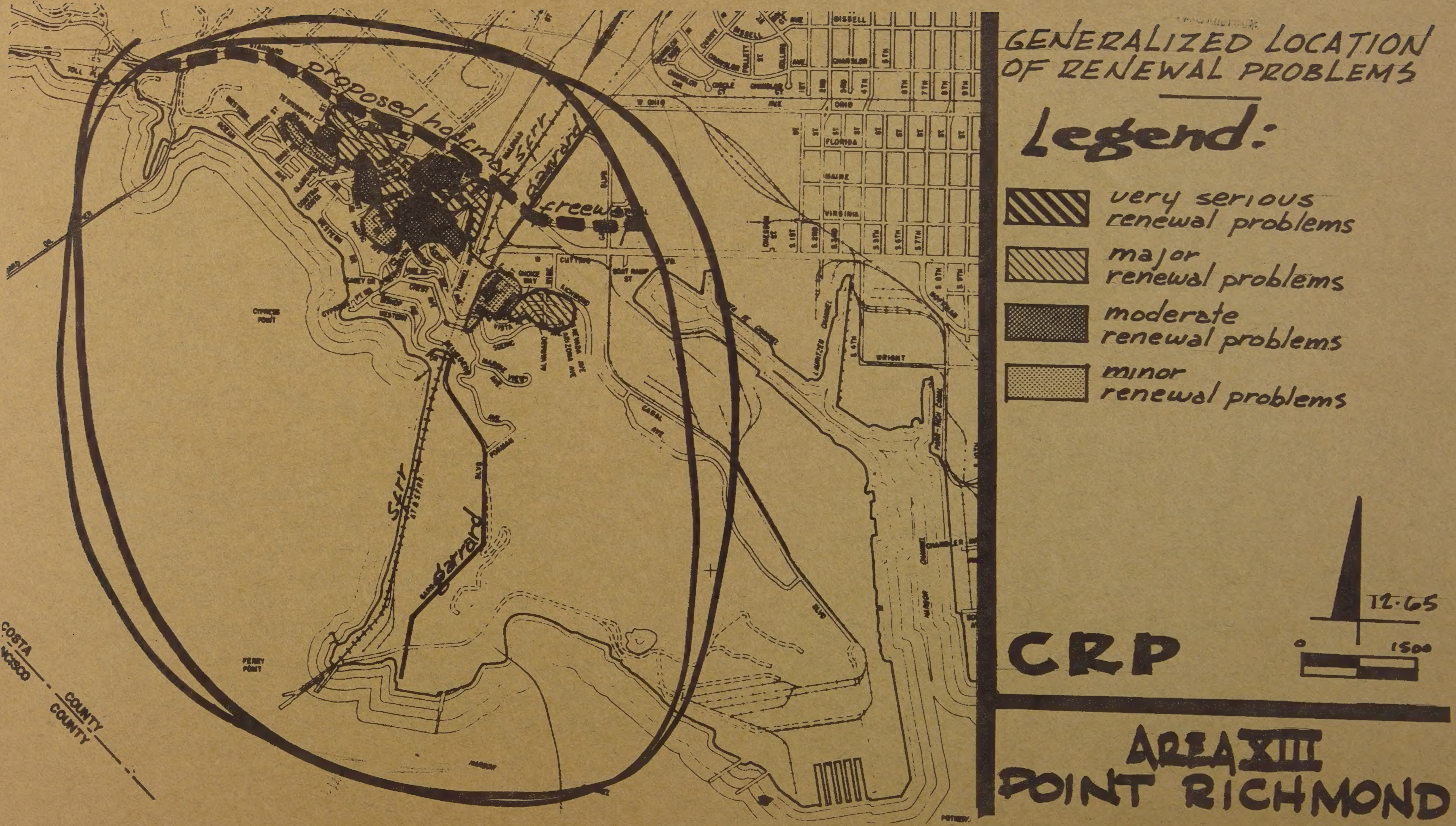
The Pt. Richmond area has widely contrasted strengths and weaknesses that make it quite different from other Richmond neighborhoods. The Point has as its strengths:

1. The irregular topography with many very attractive building sites, especially for residences.

2. A certain "character" stemming from its age, variety of building types, and clearly defined location.

3. A noticeable effort towards capitalizing on the above two strong points by rehabilitating structures in order to enhance this "character" and by building new structures to take advantage of the favorable sites.

4. The existence of a fairly-well organized, articulate and skilled citizenry which has a very substantial interest in the community, although it is not necessarily representative of all residents.


proposed hoffman freeway
sfrr
garrard
sfrr
garrard
BISSELL
CHANSLOR
W OHIO
OHIO
FLORIDA
MAINE
VIRGINIA
CUTTING
CANAL
WRIGHT
CYPRESS POINT
FERRY POINT
HARBOR
COSTA COUNTY
NCISCO COUNTY
Legend:
very serious renewal problems
major renewal problems
moderate renewal problems
minor renewal problems
12·65
0
1500

GENERALIZED LOCATION OF RENEWAL PROBLEMS

CRP

AREA XIII POINT RICHMOND

The significant weak points are:

1. A comparatively very high percentage of buildings in poor or fair condition, particularly in and around the old commercial area.

2. An irregular pattern of narrow and winding streets which makes traffic hazardous and which results in frequent congestion as a result of extensive on-street parking.

3. Large areas of vacant land, much of which has been subdivided, are being held for development by a handful of owners.

4. A lack of adequate park and recreation space, particularly along the waterfront.

II. PLANS APPLYING TO THE STUDY AREA

A. General Plan

The General Plan does not propose any major change from present land uses in Pt. Richmond with the exception that the Santa Fe tidelands and most of Nicholl Nob are proposed for low density residential use. The plan also proposes the development of waterfront recreation facilities off the western portal of the Garrard tunnel.

B. Capital Improvement Program

No specific projects in Pt. Richmond are included in the Capital Improvement Program except the recreation and parks proposals listed below. (Note: a new fire station and library-community center have just been completed.)

C. Recreation and Parks Plan

The Recreation and Parks plan proposes seven facilities to be constructed or improved in Pt. Richmond. These are: 1) Kenny Playground relocation to the intersection of Hillside Street and Contra Costa Street; 2) Clarence Street overlook and totlot using Clarence Street right-of-way between Western and Ocean Drives; 3) High Street overlook park, High and Pacific streets; 4) Crest-Vine playlot, intersection of Crest and Vine Streets; 5) a 10-foot wide pedestrian path connecting the last three facilities and Nicholl Nob; 6) improvement by redesign of the existing Janice playlot; and 7) improvement of the existing Washington School-City park. (The Plunge and tennis courts would remain "as is".)

D. Hoffman Freeway

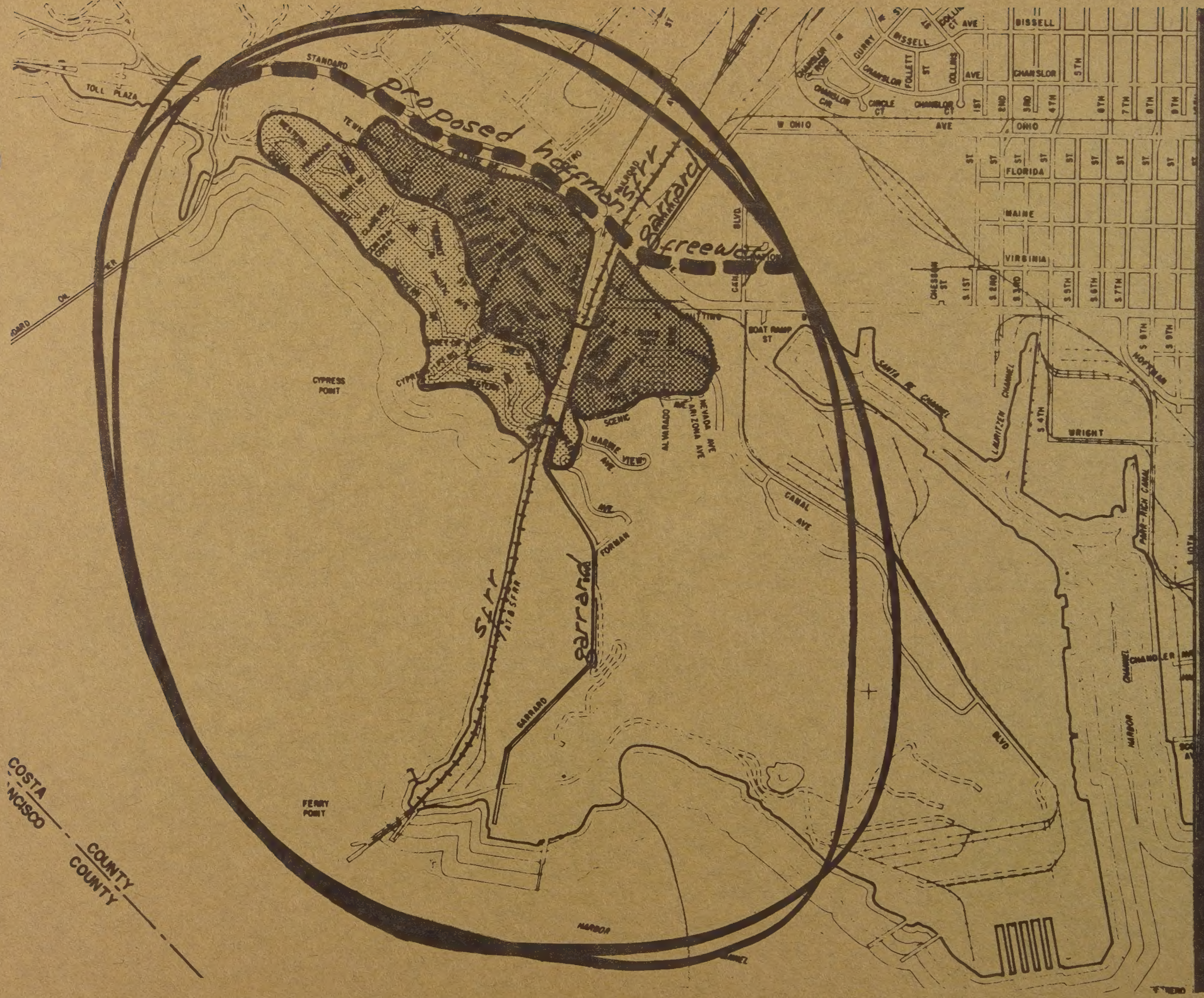
The State Highway Department proposes to connect the San Rafael Bridge with the Eastshore Freeway with a freeway-type facility. Through Pt. Richmond this would be an elevated structure, taking off from approximately Marine Street and running slightly north of the present Standard Avenue, cutting through Galvin Industrial Park and on east. Final location and design of interchange ramps are not yet certain, but it is established that Standard Avenue will revert to a local access street.

III. SUMMARY OF SPECIFIC RENEWAL PROBLEMS (BY AREAS)

Area 1 (Western slope)

1. Inadequate street pattern and substandard street conditions.

2. Lack of public park and recreation space, especially playlots for small children.


proposed hoffman freeway
sfrr
garrard
STANDARD
TOLL PLAZA
W OHIO
AVE
OHIO
FLORIDA
MAINE
VIRGINIA
BISSELL
CHANSLOR
CURRY
FOLLETT
COLLINS
CIRCLE CT
1ST
2ND
3RD
4TH
5TH
6TH
7TH
8TH
9TH
CUTTING
BOAT RAMP ST
SANTA FE CHANNEL
LAURITZEN CHANNEL
WRIGHT
CYPRESS POINT
SCENIC
MARINE VIEW AVE
ALVARADO
ARIZONA AVE
NEVADA AVE
FORMAN
GARRARD
CANAL AVE
BLVD
HARBOR
FERRY POINT
COSTA COUNTY
FRANCISCO COUNTY
CHANDLER
HARBOR CHANNEL

PRELIMINARY PROPOSALS FOR RENEWAL ACTION #1

Legend:

▦	downtown redevelopment project
▨	proposed redevelopment project
▨	proposed federally-assisted code enforcement area
▩	other proposed special code enforcement area
░	continued present level of code enforcement

12.65

0 1500

CRP

AREA XIII POINT RICHMOND

3. Presence of large areas of bare land, subdivided into small lots, many of which are being held off the market.

4. Need to conserve present high quality of development.

Area 2 (Eastern slope & commercial area)

1. Inadequate street pattern and substandard street conditions.

2. Presence of a large number of structures in poor or fair condition, both in residential and commercial areas.

3. Intrusion of unsightly railroad operations into the area, along Railroad Avenue.

4. General need for extensive maintenance and rehabilitation throughout area.

5. Undesirable mixture of residential and non-residential uses in commercial center.

6. Serious vacancy problem in commercial area.

7. Potential lack of adequate off-street parking for commercial area if it is revived.

8. Air pollution, particularly from nearby industrial development, is frequently severe.

Area 3 (Undeveloped Areas)

1. Development of different holdings must be coordinated and related to existing development in Pt. Richmond.

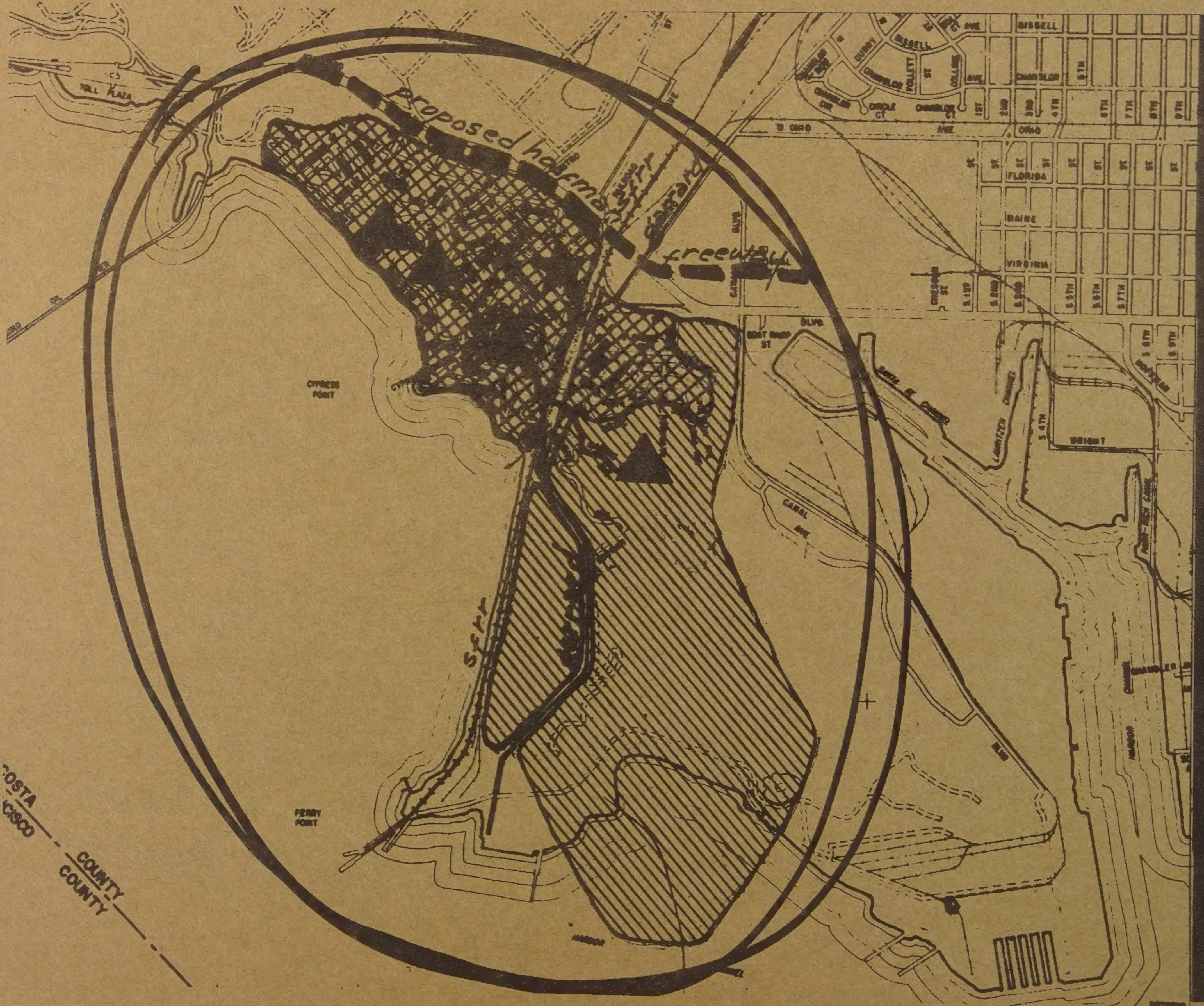
2. Much of the area is subdivided in such a manner that development requires complete resubdivision and replanning of the area to develop it in accordance with the topography.

IV. RECOMMENDED RENEWAL ACTIONS

The Point Richmond area is unique in Richmond in that it is an established, self-contained neighborhood with a special "character," but also one which faces the probability of considerable future development, both in built-up areas and on presently undeveloped land. It is critical that public and private development serve to enhance rather than detract from this special character.

These future developments must be carefully coordinated so that the best use possible is made of the limited site area available in Pt. Richmond. To achieve this condition a detailed "local area plan" should be prepared by the City Planning Department in close coordination with the residents and business interests of the area. This local area plan should include recommendations covering the rate, nature, and location of residential development as well as the necessary related commercial, school, recreational, street, parking, and other needs.

The local area plan should also make recommendations on such matters as aesthetic standards, engineering design standards for streets and other public works, level and extend of code enforcement efforts, objectives of Controlled Development plans, and such other matters as are appropriate.


proposed hoffman freeway
SFRR
garrard
SFRR
TOLL PLAZA
CYPRESS POINT
FERRY POINT
BISSELL
CHANSLOR
OHIO AVE
FLORIDA
MAINE
VIRGINIA
WRIGHT
CANAL
HARBOR
POTRERO
CONTRA COSTA COUNTY
SAN FRANCISCO COUNTY

PRELIMINARY PROPOSALS FOR RENEWAL ACTION #2

Legend:

▨ areas proposed for extensive minor public improvements

▧ sites with critical development potential

▲ critical park and recreation development

★ special planning/design study areas

● street and right of way problems

▩ unsightly strip commercial development

▬ ▬ north richmond bypass

12·65

0 1500

CRP

AREA XIII POINT RICHMOND

Development of this plan should be initiated as soon as possible in order to take advantage of the extensive data and study developed by the Point Richmond Civic Group before the material becomes dated. In addition, current studies, such as those being prepared for the A.T.&S.F. railroad for their land lying west of Garrard and south of the Garrard Tunnel, or for the Brickyard Cove area, should be utilized.

This local area plan should be prepared and adopted as soon as possible, preferably work on it should be started even prior to adoption of the final CRP program. During the time when this plan is being prepared, a variety of renewal actions can and should be carried out. These actions might include:

1. Elimination of overhead wiring, especially in slope areas where such wiring interferes with views.

2. Improvement of streets and rights-of-way, including provisions for reducing the hazards of on-street parking.

3. Legislate control of advertising signs so that they do not detract from the appearance of the area.

4. Undertake a concentrated program of housing and building code enforcement to prevent further decline of structures and to encourage upgrading of area. Policies and procedures for assuring that work done to correct code violations is in keeping with the "character" of the Point Richmond area should be worked out in advance.

5. Develop, insofar as financially feasible, the Recreation & Park Commission proposals for the area.

6. Improve appearance of the Pt. Richmond area by planting of street trees, landscaping public and private open spaces, painting or replacing "street furniture" such as hydrants, street signs, lamp posts, trash boxes, etc.

A. Introduction

One of the requirements of a Community Renewal Program is that it cover the entire city. In Richmond's case this includes all of the city's 50+ square miles - an area actually larger than the area of San Francisco proper. As has been indicated, all of the city which was subdivided into the more or less typical block and lot pattern was surveyed using the techniques described in Part 3 of this report. The remaining areas, which are not subdivided into small parcels, obviously could not be measured in the same manner. Therefore, a different approach was used.

B. Description of Areas not Surveyed on a Block Basis

This large segment of Richmond falls roughly into three categories: 1) vacant land suitable for residential use and so designated in the General Plan; for example, Wildcat Canyon; 2) vacant land suitable for industrial use, or a variety of other uses, but designated as industrial in the General Plan; for example, most of the San Pablo Bay frontage; and 3) land already more or less intensively developed with industrial uses and designated as industrial in the General Plan; for example, the Inner Harbor area.

The question of eventual land use and character of development in the two categories of vacant land is essentially a planning problem, not a renewal problem, and has not been covered in the CRP. However, the nature of this future development does have some renewal implications. If property owners are to be expected to maintain and improve their property they must be assured that the community will become more, not less, attractive as a place to live. This long-run attractiveness can be partially provided by developing a strong economic foundation for the community through commercial and industrial development. Such development, however, is not sufficient alone. Good community facilities and exciting and interesting amenities are at least equally important. These vacant areas, whether developed with industry or otherwise, present opportunities to alter Richmond's present lack'lustre, "industrial city" image and indirectly increase the community's willingness to maintain and improve its housing and neighborhoods.

In order to determine whether there were appropriate renewal actions to be recommended for the third category, the already developed industrial areas, a different approach was used. First, a general picture of the area was formed by reviewing ownership and assessment records, and by field surveys. Then a survey questionnaire was sent to industrial establishments in the city (see Appendix No.   ), to obtain further information.

C. CRP Industrial Survey

The purpose of the survey was to gain information about the industrial facilities in Richmond which would lead to greater knowledge of the need for and present utilization of industrial land in Richmond.

Because the information desired was not readily determined by examination of the physical condition of the

structures utilized, the method of examination of structural and environmental conditions that was used on commercial and residential facilities could not be followed. The questionnaire method seemed to be the most reliable way of obtaining the information sought. Obviously there are defects in this approach, such as the impossibility of interviewing firms who are not located in Richmond but who might be interested in moving here at a future date.

The method used to gather the information through the use of a questionnaire is described briefly. Business licenses were examined and from this examination 245 possible industrial operations were selected to receive the questionnaire. Sixty of the 245 firms were dropped from the survey for the following reasons:

a. The survey was returned by the post office.
b. The firm was no longer in the phone book and apparently out of business in the area.
c. The firm was very small, such as a one-man construction company with no materials yard; part-time operations; firm operating from home office or other non-industrial location.
d. The firm did not wish to disclose the information requested.
e. Further investigation revealed that the operation was principally retail, service, or otherwise not appropriate to the survey.

Of the final 185 industrial firms remaining in the survey, responses were received from 131. This was a 71% response, but it represented companies employing 87% of the industrial employment in Richmond. No geographical breakdown has been attempted in this survey. The following information is taken from the survey.

Survey question number 13, on the availability and use of certain facilities by industries, indicated that of the 58 firms which reported "land for expansion" is available, only 10 stated they were using it, while 48 considered it as "available, but not needed." In contrast, 25 firms reported land was needed, but not available.

The firms which reported land available but not needed were generally larger than those reporting land needed but not available. Of the 48 firms in the first category, 54% reported they had 16 or more employees. Of the 25 firms in the second category, 76% had 15 or fewer employees. A similar pattern occurs when size of present site is substituted for number of employees as a measure of company size. This would indicate that it is the small but expanding firm which faces problems of site expansion. This is perhaps inevitable, since few small firms can afford to tie up capital in land or buildings for future expansion. Since the survey indicated that 80% of the 25 firms needing land preferred a site in Richmond if they had to move, Richmond should attempt to provide a wide variety of small and medium size sites to encourage retention of these industries. The Hensley and proposed Hoffman redevelopment projects can help to meet this need.

Because the historical pattern of industrial development in Richmond, as indicated by the CRP studies, has been one of medium to large sized operations on individual sites, with virtually no high density, multi-story or loft type buildings, there are no concentrations of obsolete or deteriorated industrial buildings such as are typical of most older large cities. In general, development is new, i.e. World War II or after, and is in relatively good condition, with only a few individual problems of deterioration or blighted appearance.

D. Conclusion and Recommendations

The conclusion drawn from the above situation by the CRP is that these areas are not in need of any of the accepted renewal treatments, such as redevelopment, rehabilitation, etc. However, in order to maintain them as desirable locations for present and future industrial development, a "conservation" type approach should be developed. This should be a combination of private actions to improve or maintain buildings, parking lots, storage yards, etc., and public actions to improve street and right of way maintenance and appearance, drainage, and other public services. Special efforts should be made to improve the appearance of Richmond's industrial areas where they are adjacent to residential or commercial areas or where they are highly visible from thoroughfares or freeways. These efforts should include zoning and/or subdivision controls requiring setbacks, landscaping, screening or fencing of parking and storage, etc. To be effective, these controls must be enforced. It is therefore recommended that the present enforcement of fencing requirements be continued and extended to other items such as landscaping, signs, etc. In addition, the city should substantially increase the extent of landscaping within the rights of way of border streets.

The main purpose of these efforts is to maintain or increase the standards of industrial development in Richmond, so that the city can keep pace with competitive industrial areas. In addition, the improvement of the appearance of Richmond's industrial areas and the softening of the impact of these areas on nonresidential sections can also help in changing the negative image of the city which currently exists.

As indicated above, there are important renewal implications connected with such a change. Finally, the CRP recommends that Richmond develop plans and policies directed at the determination of the most advantageous use of land suitable for both industrial and alternative uses, especially waterfront lands. The San Pablo Bay Development and Conservation Committee represents an excellent beginning in this regard.

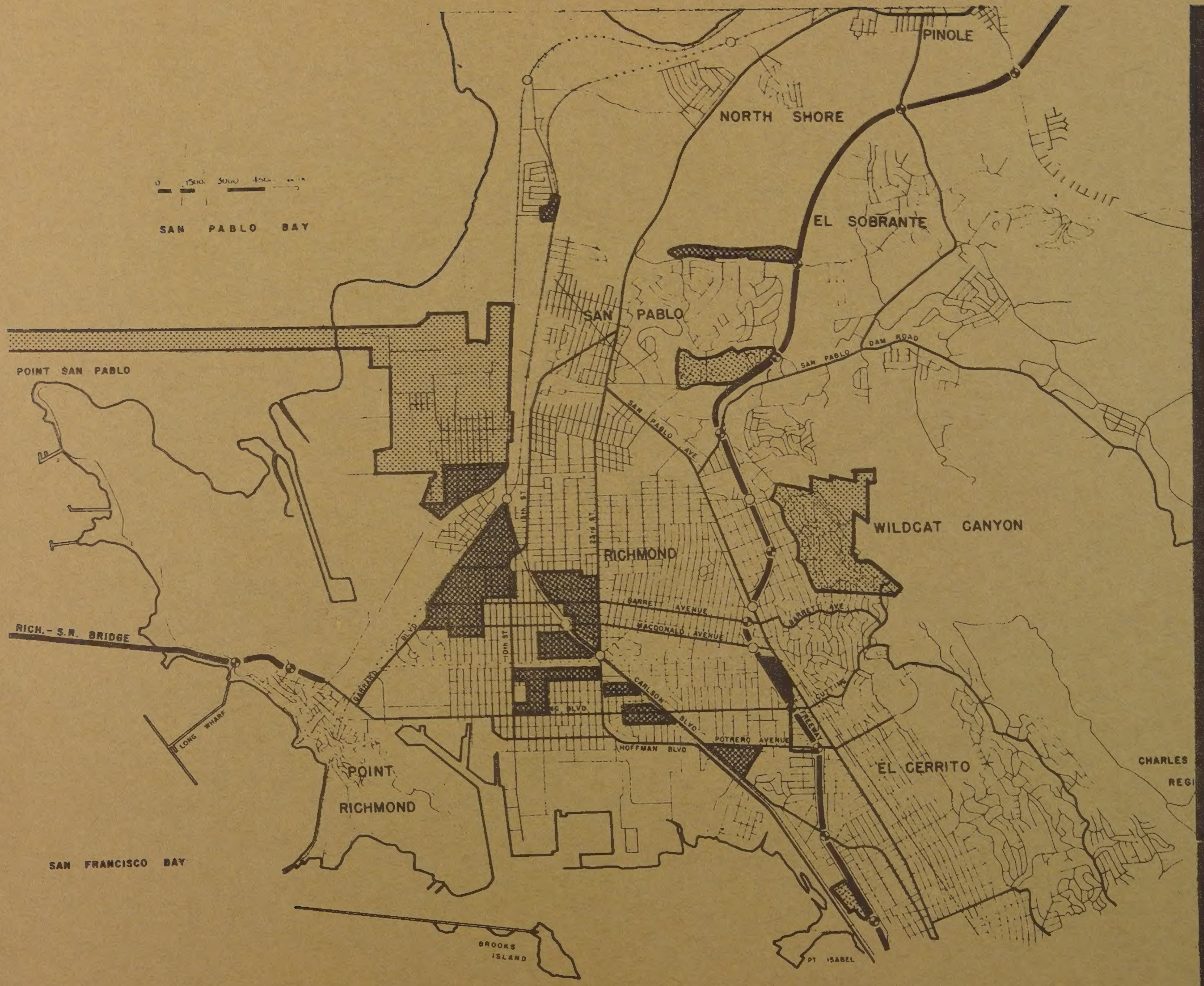
Annexation and Zoning Recommendations

Although the CRP did not make detailed studies of any area outside the incorporated City of Richmond, certain of the adjacent areas merit consideration, particularly the unincorporated ones. Two of these unincorporated sections--North Richmond and the small "island" in the Richmond Annex north of Central Avenue, have been recommended for annexation to Richmond. Both contain built-up, urbanized areas which need a high level of urban services provided by a "close to home" government. These two areas can obtain such services only through annexation to Richmond.

The remaining two areas--Rollingwood and East Richmond Heights--also are built-up and urban in character and require a high level of service. However, these areas have the option of annexing to San Pablo or El Cerrito, as well as to Richmond. Therefore, the CRP recommends that these areas be served by an incorporated local government, through annexation, and that this annexation be to the City of Richmond if possible.

A final annexation recommendation is the so-called "land exchange" between El Cerrito and Richmond in order to establish the Eastshore Freeway as the logical boundary in the general vicinity of Cutting Boulevard. This exchange is particularly important to Richmond since the portion of El Cerrito involved is primarily vacant land which abuts redevelopment areas.

Zoning recommendations are discussed in greater detail in connection with each study area. Generally, two types of change are possible. One would be a change in the actual zoning classification of an area, as for example, from M-2, manufacturing, to R-MD, residential medium density. The second would be a change in the requirements of the ordinance for a specific zone; for example, excluding residential uses from the M-2 zone or increasing the requirement for usable open space in the R-2 apartment zone. The CRP has included recommendations for zoning review in various areas, with the assumption that change of both types, or even the development of entirely new zoning classifications might result. All zoning changes would, of course, follow the required legal processes and also should be coordinated with the general revision of the zoning ordinance now being undertaken by the Planning Department with the assistance of a planning consultant.


PINOLE
NORTH SHORE
0 1500 3000 4500
SAN PABLO BAY
EL SOBRANTE
SAN PABLO
SAN PABLO DAM ROAD
POINT SAN PABLO
SAN PABLO AVE
WILDCAT CANYON
23rd ST
RICHMOND
BARRETT AVENUE
BARRETT AVE
MACDONALD AVENUE
RICH.- S.R. BRIDGE
10th ST
GARRARD BLVD
CARLSON BLVD
CUTTING
FREEWAY
POTRERO AVENUE
HOFFMAN BLVD
LONG WHARF
POINT RICHMOND
EL CERRITO
CHARLES
REGI
SAN FRANCISCO BAY
BROOKS ISLAND
PT ISABEL

PRELIMINARY PROPOSALS FOR RENEWAL ACTION #3

Legend:

▨	proposed annexations
■	proposed deannexations
▩	areas proposed for zoning changes

12·65

0 6000

CRP

THE RICHMOND PLANNING AREA

600 Financing the CFP Recommendations

610 The General Financial Situation

The "Projected Estimate of Revenues and Expenditures" for fiscal years 1965-1971 prepared by the Finance Department gives the following surplus funds, surplus funds being those funds for which no obligation has been made and which could be used for capital improvements or similar purposes:

(amounts given in thousands of dollars)

1965	1966	1967	1968	1969	1970	1971
284	321	373	283	356	429	503

A copy of the report is on file in the Planning Department for review by anyone interested in the details of the City's financial picture. Some comments about this report are appropriate here. It is a conservative report in that it is designed not to run any risk of overestimating City revenues. Both the population projections and assessed valuation projections upon which the City's projected revenue is based do not take into account fully Richmond's likely growth.

It is also conservative in that it does not venture to take into account new major expenses which will very likely be decided by the City Council such as future salary raises or increased contribution to the Police and Firemen's Pension Fund.

In its present concept the report is not a realistic financial planning tool. What is seriously needed is a projection which incorporates long-range policy established by the City Manager and City Council and which will realistically reveal the amount of uncommitted funds that may be available for each of the next six years for capital outlays. Going back to the projected "surplus funds", this is the amount that would be available for financing any capital projects exclusive of projects funded from such sources as State gasoline taxes, federal grants, county thoroughfare funds, redevelopment tax increments, bonds, or special sewer taxes.

The next section describes the capital improvement program procedure for selecting those projects planned for each year of a six-year period.

620 Capital Improvement Programming

Each year at budget preparation time all City departments are asked to submit a projection of recommended capital improvements for the coming fiscal year and the following five years. In order to supplement their own viewpoints the department heads are furnished with the recommendations of the Planning Commission as to what capital improvements are needed to carry out the General Plan. A capital improvement has been defined by the City as:

1. Any proposed land acquisitions.
2. Any land improvement (exclusive of structural improvements) exceeding $1,000.
3. New construction exceeding $1,000.
4. Major alteration or repair exceeding $1,000.
5. Equipment having a unit cost exceeding $1,000.

Departments are directed to make sure that their annual budget request and the first year of the Capital Improvement Program are identical. The departments are asked to give each project a priority number for the year the item is requested. In order to allow for necessary flexibility in scheduling, departments prepare requests separately for each of the first three years and group the requests for the final three years. Department

requests are sent to the City Manager where they are analyzed and evaluated. Accompanying each department's program is a brief justification explaining any changes that have occurred since the preceding six-year program. Such changes may include departmental priorities, additions or deletions, new cost estimates and changes in the period of construction. During the City Manager's departmental budget hearings any changes made in the annual budget for capital items are also reflected in the Capital Improvement Program. Thus, upon completion of these budget hearings the manager will have his recommendations for an annual operating and an annual capital budget ready for review by the City Council.

Normally, there are a number of capital items deleted by the Manager. These will affect departmental requests for the remaining five years of the Capital Improvement Program. At this time special capital budget hearings are held with departments to determine the Manager's program priorities. Upon the completion of this set of hearings, the Manager's recommended Capital Improvement Program is sent to the City Council. These recommendations are also reviewed by the Planning Commission and a report is submitted to the City Council as to whether the projects recommended will help execute the General Plan in an orderly fashion.

Richmond has a Capital Improvement Program and a Capital Budget Ordinance that require the City Council to adopt the program and the capital budget for its implementation before adopting the annual operating budget. The Council, as stated in the ordinance, may delete items from the Manager's budget if it so desires, but any new items must be accompanied by a recommendation from the City Manager. The City Council conducts simultaneous hearings on the operating budget and the capital budget, and, just as in the Manager's hearings, when the Council deletes capital items they are also deleted from the Capital Improvement Program. After the City Council has completed its review the final Capital Improvement Program is prepared by the City Manager and a resolution adopting the new six-year program and a budget to implement the first year is passed by the Council. From the foregoing description of the City's Capital Improvement Program it can be seen that Richmond has most of the necessary machinery for executing a sound capital improvement program. The only missing element is a long-range financial plan.

A long-range financial plan would compare for each year in the planning period the anticipated annual income with the required annual expenditures, and would recommend the action needed to reconcile the two. The plan would examine all possible courses of action which the City might adopt to finance the proposed capital projects as well as the projected operating costs.

630. Financing of Redevelopment Projects

The City's principal method of providing the necessary cash for its redevelopment projects has been a revolving fund established with revenues from tax increments from previous redevelopment projects. The fund was established initially to pay for streets and sewers in the Harbor Gate and Plaza projects. As these projects began to yield a tax return to the City, the increment tax money was put into the revolving fund to be used for financing subsequent projects.

A critical concern of the City at present is the financing of the Downtown Project. An assumption of the CRP has been that the Downtown Project would be undertaken. The recommendations of the CRP that affect the Iron Triangle are predicated upon the Downtown Project going forward approximately on its present schedule.

The Finance Director has analyzed the financing of the Downtown Project (Project 10-A) in the following manner:

Analysis of Increment Tax Revenues in Relation to Project 10-A and CRP Projects

Redevelopment Fund Balance (Revolving Fund) 7/1/64	$91,264
Actual Increment Tax Revenues 1964-65	159,022
	250,286
Less Revolving Fund Expenditures 1964-65	115,233
Balance 7/1/65	135,053
Estimated Increment Tax Revenues 1965-66	242,450
	377,503
Less Budgeted Expenditures 1965-66	165,600
	211,903
Estimated Increment Taxes 1967 through 1971(1)	1,350,000
	1,561,903
Balance of Increment Taxes after 1971 from 8-A	144,400
Total Available for 10-A	1,716,303
Total Needed for 10-A per Proposed Cooperation Agreement: Increment Taxes and General Fund (2)	2,443,055
Deficit Needed to be Advanced Pending 10-A Increments	($ 726,752)

Notes: (1) Increment taxes for 1967 through 1971 utilizes all increments from Projects 1-A, 1-C, and 8-A except for $144,400.

(2) This amount is exclusive of an additional $1,082,600 from gas tax and sewer district funds.

Conclusion: At the most optimistic outlook, no more than $500,000 of the above deficit can be gained from general tax revenues. To obtain that amount would necessitate a curtailed capital outlay policy re. plant and equipment and drastic restriction in any salary adjustments. It would likewise preclude any pension amortization. Therefore, the outlook for funds for proposed CRP projects does not appear feasible to any extent from either general tax revenues or increment taxes.

A reasonable alternate for any project which cannot support tax allocation bonds secured solely from increment taxes would be the issuance of general obligation bonds after approval by 66 2/3% of the electorate.

None of the above amounts indicated should be construed as firm financing plans.

Without disputing the figures in the foregoing analysis, the conclusion that the outlook for funds for proposed CRP projects, from either general tax revenues or increment taxes, does not appear feasible is unduly pessimistic. The amount needed to finance the two CRP projects recommended for immediate undertaking prior to 1970 is estimated at $500,000. By that date the Downtown Project should be well enough along to support tax increment bonds.

Proposed methods of funding the projects prior to 1970 are discussed in Section 640.

Based upon the best projections now available, the following chart is an estimate of assessed valuation of the current redevelopment projects for 1965-76.

ESTIMATE OF ASSESSED VALUATION OF REDEVELOPMENT PROJECTS
(Dollar amounts shown in millions of dollars)

Projects	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1981
1-A Eastshore	1.30	3.10										3.10
1-C Potrero	1.02	2.71	4.40									4.40
8-A Hensley	.09	1.03	1.97	2.91	3.85	4.80						4.80
10-A Downtown	20.80	18.30	15.80	14.80	15.98	18.16	22.34	26.52	30.70	34.88	39.06	60.00
Total	23.21	25.14	25.27	25.21	27.33	30.46	34.64	38.82	43.00	47.18	51.36	72.30

Note: Estimate for Project 10-A assumes commencement by July 1, 1966, and completion of project by 1981. Schedule of rate of demolition and new construction has been computed from projections provided by the Planning Section of the Redevelopment Agency. These projections should not be construed as firm Redevelopment Agency commitments.

Community Renewal Program
Richmond, California
Dec. 1965

From the foregoing one can see that the low point for valuation for the Downtown is reached about 3½ years after commencement of land clearance. After that the valuation rises sharply, exceeding the current valuation within six years from start of project. This then is a short range problem that can be bridged by tax increment bonds or a brief increase in the city tax rate. As stated earlier, there is need for a long range financial plan which would anticipate such needs as these well in advance and bring Council policy to bear on them.

640 Funding of New Urban Renewal Projects

The City's share for the four redevelopment projects and the one code enforcement project proposed by the CRP for commencement prior to 1971 is estimated to be $2,459,000. The breakdown by project is:

(a)	Lucas Park	$180,000
(b)	Portal	786,000
(c)	Helms-Triangle (code enforcement)	180,000
(d)	Hoffman I	261,000
(e)	West Nevin	1,052,000
	Total	$2,459,000

The following paragraphs discuss in some detail the cost of each of these projects and some possible ways of financing them.

Lucas Park:

The estimated gross project cost is $902,000. However, this does not include any percentage of the cost for the 13th Street overpass that BARTD will build. This is estimated to cost $1.6 million. Assuming 30% ($480,000) of this amount to be an allowable cost against the project, the total cost would then be $1,382,000, and the local share, $340,000 (see Section 221, Table 2-a) for estimate of land sales value.

This entire amount could be paid from the $480,000 contributed by BARTD, and there would remain $140,000 to be applied to the Portal Project. Even if only 20% of the cost of the overpass were allowed as a cost to the project there would still be a $33,000 credit surplus to apply to other redevelopment projects.

Since the precise amount of the allowable credit from the BARTD overpass cannot be determined until the application for the project has been reviewed by the Urban Renewal Administration, planning should commence at once on the Lucas Park Project in order to know what surplus of City credits might be available for transfer to the Portal Project.

Portal:

The estimated City share for the Portal Project is $786,000 (see Table 2-b, Section 221). If planning for this project were commenced immediately the timing for the various steps might look like this:

Planning phase	Jan. 1966 - July 1967
Commence acquisition & clearance	July 1967
Commence new construction	December 1968

Since the customary procedure is to use federal advance grants to finance the project planning costs, the City need not pay for this

cost until the entire project has been completed. The cost of land acquisition and clearance can be financed through a federal loan that is provided for that purpose. This delays any need for cash outlay until expenditures are required for improvements to the site. The earliest this can be expected from the above schedule is July 1968. This could be delayed if circumstances required. From what has been said before it appears that tax increments from the Downtown Project will not be available before 1971. If BARTD commences operations from Richmond by June 1968, as now scheduled, the urgency of going ahead with the Portal Project may well become overriding, in which case the alternatives are several.

Assuming some residue of credit from Lucas Park (it could be well over $100,000) and allowing for a reasonable amount of credit for BARTD activity in the Portal Project area, there is strong likelihood that the City cost can be reduced to roughly $500,000. The amount of City non-cash credits and the estimated City costs cannot be known until project planning has been completed.

The first alternative, and probably the most practicable, would be for the Redevelopment Agency to sell tax increment bonds on existing projects. Another possibility is the issuance of general obligation bonds. This would require approval of 2/3 of the voters and might not be passed. A good bellweather for public sentiment will be the public reaction to the bonds for recreational facilities expected to be voted on well before 1968. The cost of a bond election for such a small amount as $500,000 might prove excessively costly also. A final proposal is an increase in the tax rate. If the City Assessor's projected assessed value of $257 million for 1968 (this figure is a very conservative one) is used as the base, the tax increase needed to raise $500,000 would be twenty cents on the tax dollar for one year. This would raise the current rate of $2.44 per $100 of assessed value to $2.64 for a period of one year. This hardly seems too high a cost to bear in order to provide such a necessary step in the renewal of the city at a crucial time; however, if the Council felt the political climate unhealthy for a tax increase for this purpose the City could go the tax increment bond route.

The important consideration with regard to these two projects at this time is not so much the method to use to finance them 1968 or 1969, but one of getting underway with the planning of the projects now to determine what the actual costs and approved credits will be. When these figures have been determined the City Council will have complete freedom to determine whether to proceed with approval of the projects and by what method they should best be financed.

Helms-Triangle Code Enforcement Project

As discussed earlier in Section 630, the estimated cost of the City's share of this project is $180,000. This estimate assumes the accomplishment of $450,000 worth of street, sidewalk, and curb and gutter improvements in the area including the widening and improvement of Pennsylvania Avenue from 10th Street to Garrard Avenue. It also assumes an administrative cost of $30,000 per year for a three year period. Of the $180,000 estimated cost up to $159,000 would be paid for in the form of the Pennsylvania Avenue improvement, which will be financed through State gasoline tax funds. This is Capital Improvement Project No. 13217 now proposed for construction in 1970. Whether all of Projec 13217 cab be credited as a City contribution cannot be determined until planning has progressed further. The difference between the estimated code enforcement project cost and the credit for Project 13217, amounting to $21,000, would have to be obtained from other means. Considering that this $21,000 would be the City's out of pocket cost for rebuilding nearly two miles of City streets, and obtaining substantial residential rehabilitation and improvement in the crucial Iron Triangle area, the City can ill afford not to proceed with the program.

West Nevin and Hoffman Projects

These are important projects for the orderly renewal of Richmond's residential and industrial areas, but their importance is of a lower priority than the Lucas Park and Portal Projects.

Planning for Hoffman is recommended to commence by July 1967. Assuming the usual elapsed time between the commencement of planning and the expenditure of funds by the local public agency, the City will need to fund for this project not sooner than mid-1969. Optimistically credits from the Hoffman freeway ramps at 10th or 14th Streets would be available. Or, if the freeway construction is delayed, tax increment bonds on the Downtown Project might be used to provide the estimated $261,000 City share. The timing and financing of this project will have to be regularly reviewed prior to commencement.

The difficulty of financing the West Nevin Project may require its delay beyond the recommended date of mid-1969 for commencement of planning. It is an important project for the ultimate renewal of the Iron Triangle, but a delay of a year or two will not be unacceptable. If by 1970, which is the earliest date a decision on financing would be required, the financial picture is bleak, the project can be deferred. Subsequent annual reviews of the CRP should examine the time schedule for the West Nevin Project.

SECTION
700

Relocation
Impact

700 Relocation Impact

With the growth in population, increased needs for more and better transportation systems, education facilities, parks and recreation areas, etc., and the desire to change blighted and run-down areas into new and useful pieces of the community, the total impact of public activities on individual people and businesses also grows. In the last two decades the expansion of these activities in Richmond has required many people to move. Except in redevelopment areas these people have received compensation only for any property purchased, with no assistance to help them meet the costs and problems of moving. However, the favorable experience with relocation assistance in redevelopment areas and the knowledge that in the future more, not less, dislocation of various kinds will occur has made clear the value of assistance to people displaced by all kinds of public action. It is now increasingly clear that local communities must accept the responsibility to minimize the relocation impact of public actions.

The CRP, in recognition of this new responsibility, includes an analysis of Richmond's future relocation needs and its resources to meet those needs. Needs are based not only on actions recommended in the CRP itself, but also on any other known public action which will require relocation and which is projected to occur in the next ten years. The following is a summary of the findings of the special relocation study prepared for the CRP by the Richmond Redevelopment Agency.

710 Activities Requiring Relocation, 1966 - 1975

Relocation in Richmond during the next ten years will be caused by various actions, including public improvement, such as park, fire department, or school expansion, etc.; urban renewal projects; public housing (families exceeding income limits); housing code enforcement; and freeway construction. The majority of this relocation impact will be on residential units, although some commercial, industrial and institutional activities will be affected.

720 Residential Relocation Needs and Resources

Table 7-1 contains a breakdown of the estimated residential relocation resulting from various projects or actions. The total ten year relocation workload of 2431 housing units represents approximately ten percent of the 23,130 housing units in Richmond in 1960. On an annual basis, this workload is expected to be distributed on a relatively even basis, with somewhat greater loads in the 1967-1971 period. As indicated in Table 7-2, the majority of these 2431 units which make up the ten year relocation workload are occupied by whites. However, the white-occupied units facing demolition represent only 7% of the total white-occupied units in the city, while the non-white units in the future relocation workload represent over 27% of the total non-white units. This points out the relatively greater impact of relocation on the non-white community.

The percentage of homeowners in the white-occupied units of the relocation workload is about the same as the city-wide total for whites, but the percentage of non-white homeowners facing relocation is much less than the percentage of owners in the total non-white population (see Table 7-3). This may tend to reduce somewhat the heavier impact of relocation on non-whites, since renters are generally more able to find suitable alternate housing than homeowners. Tables 7-4 and 7-5 give a picture of the size of families and the number of rooms occupied by residents within relocation areas. For whites, family size in the relocation workload is larger than for the city as a whole but average size of units, measured in number of rooms, is about the same. The larger size families indicates a relocation need for more 3, 4 and 5 bedroom units.

For non-whites, although the family size pattern is similar in both workload and total population, the number of families of 5 or more persons is considerably greater than for the

Table 7-1

PROJECTED TEN-YEAR RESIDENTIAL RELOCATION WORKLOAD FOR THE CITY OF RICHMOND BY PROGRAM AND PROJECT

1966 - 1975

PROGRAM & PROJECT	NUMBER OF RESIDENTIAL UNITS										
	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	TOTAL
CODE ENFORCEMENT	70	70	70	70	70	70	70	70	70	70	700
PUBLIC IMPROVEMENT											
Fire Station	0	8	0	0	0	0	0	0	0	0	8
Parks	70	100	32	100	0	0	0	0	0	0	302
SUBTOTAL	70	108	32	100	0	0	0	0	0	0	310
URBAN RENEWAL											
Portal Lucas	0	18	49	25	0	0	0	0	0	0	32
~~Peres~~ Park	0	9	22	11	0	0	0	0	0	0	42
West Nevin	0	0	0	42	52	116	24	0	0	0	234
Hoffman, 1st Stg.	0	0	0	22	50	31	0	0	0	0	103
Hoffman, 2nd Stg.	0	0	0	0	0	60	0	0	0	0	60
Downtown	69	69	124	78	69	63	18	0	0	0	490
SUBTOTAL	69	96	195	178	171	210	42	0	0	0	1,021
PUBLIC HOUSING	30	30	30	30	30	30	30	30	30	30	300
FREEWAY											
Hoffman	10	10	10	10	10	10	10	10	10	10	100
GRAND TOTAL	249 10.2%	314 12.9%	337 13.9%	388 15.9%	281 11.6%	320 13.2%	152 6.3%	170 7.0%	110 4.5%	110 4.5%	2,431 100%

SOURCE: Richmond Redevelopment Agency, 1965

TABLE 7-2

RACIAL COMPOSITION
OCCUPIED HOUSING UNITS

	City of Richmond	Relocation Workload	Percent
White	19,267	1,368	7.1
Non-White	3,863	1,063	27.5
TOTAL	23,130	2,431	10.5

SOURCE: Relocation Workload: Estimates based upon data made available by the various departments of the City of Richmond, 1965.

TABLE 7-3

TYPE OF OCCUPANCY
OCCUPIED HOUSING UNITS

	Type of Occupancy	City of Richmond		Relocation Workload	
		Number	Percent	Number	Percent
White	Owner-Occupied	12,588 ~~23,598~~	65	871	63.7
	Renter-Occupied	6,679	35	497	36.3
Total		19,267	100	1,368	100.0
Non-White	Owner-Occupied	2,313	60	432	40.6
	Renter-Occupied	1,550	40	631	59.4
Total		3,863	100	1,063	100.0

Source: City of Richmond;
Department of Commerce, Bureau of the Census, Census of Population, 1960

TABLE 7-4

FAMILY SIZES
OCCUPIED HOUSING UNITS

	PERSONS PER OCCUPIED HOUSING UNIT	CITY OF RICHMOND		RELOCATION WORKLOAD	
		No. of Units	Percent	No. of Units	Percent
WHITE	1	2,697	14	148	10.8
	2	5,395	28	190	13.9
	3	3,661	19	286	20.9
	4	3,469	18	446	32.6
	5	2,119	11	217	15.9
	6 or more	1,926	10	81	5.9
Total		19,267	100	1,368	100
NON-WHITE	1	541	14	95	8.9
	2	1,082	28	163	15.4
	3	734	19	198	18.6
	4	695	18	205	19.3
	5	425	11	250	23.5
	6 or more	386	10	152	14.3
Total		3,863	100	1,063	100

Source: Richmond Redevelopment Agency, 1965

TABLE 7-5

NUMBER OF ROOMS
OCCUPIED HOUSING UNITS

	NUMBER OF ROOMS PER OCCUPIED HOUSING UNIT	CITY OF RICHMOND		RELOCATION WORKLOAD	
		No. of Units	Percent	No. or Units	Percent
WHITE	1	807	4.2	49	3.6
	2	799	4.1	70	5.1
	3	2,143	11.1	193	14.1
	4	4,489	23.3	282	20.6
	5	6,710	34.8	389	28.4
	6	3,120	16.2	228	16.7
	7	856	4.5	135	9.9
	8 or more	343	1.8	22	1.6
Total		19,267	100.0	1,368	100.0
NON-WHITE	1	111	2.9	42	3.9
	2	108	2.8	62	5.8
	3	374	9.7	206	19.4
	4	1,077	27.9	301	28.3
	5	1,409	36.5	207	19.5
	6	544	14.1	140	13.2
	7	158	4.1	68	6.4
	8 or more	82	2.0	37	3.5
Total		3,863	100.0	1,063	100.0

Table 7-6

FAMILY INCOME DISTRIBUTION, WHITE AND NON-WHITE OCCUPIED HOUSING UNITS

	INCOME	CITY OF RICHMOND		RELOCATION WORKLOAD	
		Number	Percent	Number	Percent
WHITE	Under $2,000	1,348	7.0	116	8.5
	$2,000-$3,999	2,119	11.0	130	9.5
	$4,000-$5,999	3,874	20.1	279	20.4
	$6,000-$7,999	5,029	26.1	465	34.0
	$8,000-$9,999	3,121	16.2	192	14.0
	$10,000 or more	3,776	19.6	186	13.6
Total		19,267	100.0	1,368	100.0
NON-WHITE					
	Under $2,000	518	13.4	126	11.9
	$2,000-$3,999	734	19.0	179	16.8
	$4,000-$5,999	1,136	29.4	268	25.2
	$6,000-$7,999	792	20.5	298	28.1
	$8,000-$9,999	371	9.6	111	10.4
	$10,000 or more	312	8.1	81	7.6
Total		3,863	100.0	1,063	100.0

SOURCE: Richmond Redevelopment Agency, 1965

white workload. This indicates an even greater relocation need for 3, 4 and 5 bedroom units. Furthermore, the non-white residents in relocation areas tend to occupy smaller units than the average found for the total non-white population, indicating a problem of overcrowding.

An analysis of Tables 7-4 and 7-5 shows that for the relocation workload the median white family size is about 3.1 and the median number of rooms they occupy is about 4.8. For the non-white relocation workload the median family size is 4.2 persons and the median number of rooms 3.8. Table 7-6 gives a picture of family incomes in the relocation workload. For both white and non-white, incomes of those in relocation areas do not deviate sharply from the city-wide averages. However, this table points out the significantly lower income levels of non-whites, with over half having incomes below $6000.

The figures in Table 7-7 show clearly that the value of owner-occupied housing units in the relocation areas are in the middle and lower categories. About 70% of the owner-occupied houses of whites and over 90% of those occupied by Negroes were valued in the 1960 census at less than $15,000. Replacement of these indicates a major need for lower cost homes in the area--a type of housing currently available only in the form of older houses.

Rents for renter-occupied units, as shown in Table 7-8, are strongly weighted toward the lower side, with nearly 80% of the whites and 90% of the non-whites in relocation areas paying less than $80.00 (1960 figures). Approximately 18% of the relocation workload pays less than $40.00. This indicates a clear need for low rent standard units in the Richmond area.

The above paragraphs indicate generally the size and nature of Richmond's residential relocation needs. The next section describes the resources available in the community to meet these needs.

721 Housing Resources for Relocation

In order to determine what housing is available in Richmond to meet relocation needs and what housing, not now available, must be provided, the CRP special relocation study, prepared by the Richmond Redevelopment Agency, analyzed Richmond's housing resources. This analysis was both qualitative and quantitative in nature. Generally, housing becomes available for rental or purchase by a displaced family either as a result of normal turnover in existing units or through construction of new units. The great majority of this supply is in the form of turnover, but new construction, especially of public housing or special moderate income housing, is often the best resource for special needs.

Table 7-9 indicates the housing resources, broken down by race, projected as available to meet the relocation need. Table 7-10 matches the projected demand (from Table 7-3) with the projected resources (Table 7-9). As can be seen, the total available supply exceeds the need many times over. However, except where a special preference arrangement can be established, as in public housing or FHA insured moderate income housing, relocation needs must compete with all other demands in the community for housing. It is in this regard that relocation assistance is most valuable. Many of those displaced have difficult relocation problems related to their age, race, family size, income or a combination of these. An effective relocation agency is frequently the only way such families can find a standard living unit.

The information on turnover in the private housing market for Table 7-9 was obtained in the following manner: (1) tabulation of the rental and sales units that appeared in the classified section of the Richmond Independent, the local daily newspaper, during the weeks of July 19 and July 26, 1965. Care was taken not to include those

TABLE 7-7

OWNER-OCCUPIED HOUSING UNITS

Value Per Unit	City of Richmond		Relocation Workload	
	Number	Percent	Number	Percent
WHITE				
Under $5,000	151	1.2	54	6.2
$5,000-$9,999	1,739	13.8	179	20.6
$10,000-$14,999	6,513	51.7	367	42.2
$15,000-$19,999	3,011	23.9	124	14.2
$20,000-$24,999	920	7.3	83	9.5
$25,000 or more	265	2.1	64	7.3
TOTAL	12,598	100.0	871	100.0
NON-WHITE				
Under $5,000	32	1.4	13	3.1
$5,000-$9,000	733	31.7	223	51.6
$10,000-$14,999	1,207	52.2	156	36.0
$15,000-$19,999	271	11.7	32	7.4
$20,000-$24,999	53	2.3	5	1.2
$25,000 or more	17	.7	3	.7
TOTAL	2,313	100.0	432	100.0

SOURCE: Richmond Redevelopment Agency, 1965

TABLE 7-8

RENTER-OCCUPIED HOUSING UNITS

Value Per Unit	City of Richmond		Relocation Workload	
	Number	Percent	Number	Percent
WHITE				
Under $40.00	802	12.0	88	17.7
$40 - $59.99	908	13.6	132	26.5
$60 - $79.99	1,743	26.1	175	35.3
$80 - $99.99	2,007	30.2	76	15.2
$100 or more	1,209	18.1	26	5.3
TOTAL	6,679	100.0	497	100.0
NON-WHITE				
Under $40.00	149	9.6	113	18.0
$40 - $59.99	222	14.3	269	42.8
$60 - $79.99	375	24.2	175	27.8
$80 - $99.99	595	38.4	49	7.7
$100 or more	209	13.5	25	3.9
TOTAL	1,550	100.0	631	100.0

SOURCE: Richmond Redevelopment Agency, 1965

TABLE 7-9

RELOCATION HOUSING RESOURCES BY SOURCE OF SUPPLY
WHITE AND NON-WHITE, CITY OF RICHMOND, 1966-1975

NUMBER OF HOUSING UNITS

	YEAR	TOTAL	NEW CONSTRUCTION			TURNOVER		
			Private		Public Housing	Private		Public Housing
			Sales	Rental		Sales	Rental	
WHITE	1966	10,934	343	223	75	3,412	6,881	104
	1967	10,859	343	223	0	3,412	6,881	104
	1968	10,859	343	223	0	3,412	6,881	104
	1969	10,859	343	223	0	3,412	6,881	104
	1970	10,974	418	263	0	3,412	6,881	104
	1971	10,974	418	263	0	3,412	6,881	104
	1972	10,974	418	263	0	3,412	6,881	104
	1973	10,974	418	263	0	3,412	6,881	104
	1974	10,974	418	263	0	3,412	6,881	104
	1975	10,974	418	263	0	3,412	6,881	104
TOTAL		109,355	3,880	2,470	75	34,120	68,810	1,040
NON-WHITE	1966	2,922	107	137	75	297	2,306	103
	1967	2,847	107	137	0	297	2,306	103
	1968	2,847	107	137	0	297	2,306	103
	1969	2,847	107	137	0	297	2,306	103
	1970	2,722	32	87	0	297	2,306	103
	1971	2,722	32	87	0	297	2,306	103
	1972	2,722	32	87	0	297	2,306	103
	1973	2,722	32	87	0	297	2,306	103
	1974	2,722	32	87	0	297	2,306	103
	1975	2,722	32	87	0	297	2,306	103
TOTAL		27,795	620	1,070	75	2,970	23,060	1,030

SOURCE: Richmond Redevelopment Agency, 1965

TABLE 7-10

MATCHING HOUSING RESOURCES WITH RELOCATION WORKLOAD 1966-1975, WHITE AND NON-WHITE, CITY OF RICHMOND

	TYPE OF HOUSING	Demand: Relocation Workload	Supply: Housing Resources
WHITE	Private: rental	277	91,400
	Private: sales	941	30,750
	Public	150	1,115
TOTAL		1,368	123,265
NON-WHITE	Private: rental	328	30,690
	Private: sales	585	2,960
	Public	150	1,105
		1,063	34,755

SOURCE: Tables 7-3 and 7-9

TABLE 7-11

PREVIOUS RELOCATION EXPERIENCE

Redevelopment Project	No. of Families & Individuals in Workload	Moved to Standard Housing	Moved to Substandard Housing	(Moved to) (Public) (Housing)
Potrero	171	164	7	(10)
Eastshore	122	117	5	(9)
Hensley	72	70	2	(10)
TOTAL	365	351	14	(29)

SOURCE: Richmond Redevelopment Agency

listings which were repeated during this period. Any listings which were felt might be substandard were spot checked by windshield inspection. All substandard units found during the check were excluded from the tabulation. (2) Discussions with local real estate officials to determine the number of current listings for the month of July for sales housing. Care was taken not to include those listings that appeared in the local newspaper. (3) Review of change of address cards on file with the U. S. Post Office in Richmond for the year 1964. (4) Analysis of the August, 1965 closing bills of domestic accounts of the Pacific Gas & Electric Co. in the Richmond area.

On the basis of these various approaches, it was estimated that there are 21,896 turnover units in Richmond annually. This figure is broken down by sales and rental units and by race in Table 7-9. As noted before, this turnover must serve the usual market, as well as relocation needs, so it cannot be considered as a 100% available resource. From it, however, an effective relocation service can provide a variety of choices for most displaced families.

A second form of turnover is that in public housing. This is a much smaller figure, but because it covers the most needy section of the workload it is critical. By arrangement, preference can be given to relocatees, so that these units are actually directly available as a resource. In addition, public housing is available on an open-occupancy basis.

New construction provides another major component of the total relocation resources. It is particularly important since it must replace the housing units eliminated plus meet new demand and because special types of new development can meet certain critical problems. The most significant of these special types are public housing and housing at below market interest rates, as under the FHA section 221 (d) 3 program. It is anticipated that a major share of the new housing in the Iron Triangle will be developed under some special program directed at a particular market need.

In conclusion, it appears that on the basis of the above estimates of gross supply and demand there will be adequate resources in Richmond for relocation needs. However, the over-all figures tend to obscure some problem areas which are more apparent in a closer analysis of the relocation workload.

722 Relocation Problem Areas

(A) Large Families.

Approximately 10% of the families to be relocated have six or more persons, thus requiring a minimum of three bedrooms and generally four or more. When large families also have low incomes they fall into the category which is eligible for public housing or some other specially aided program. Although there will be annual turnover of approximately 200 units in public housing, only a small percentage of these will be larger units needed by these families.

(B) Elderly Families & Individuals.

The "Hacienda" apartments development will open in early 1966, providing 150 units of public housing for the elderly in Richmond. Preliminary applications indicate that demand will far exceed the number of available units. In addition, types of units other than large, multi-story apartments are needed. Because many elderly people have low fixed incomes, public housing or private developments which permit economies of group living are an essential part of the housing supply needed for older citizens.

(C) Housing for Minority Groups.

The present housing market is restricted in varying degrees for various ethnic and racial groups. In Richmond this is particularly true for Negroes. Although all publicly assisted housing is available on an open occupancy basis, the limitations on the remainder of the market will intensify relocation problems for minority groups.

723 Recommendations & Conclusions for Residential Relocation

In order to meet these various problems Richmond should explore all available means to provide the housing needed by these groups. Some of the possible means are expansion of the low rent public housing programs, especially for large families and elderly citizens. This might be in the form of scattered site development such as has been successfully used by the Contra Costa County Housing Authority in the North Richmond area. Also, rent supplements as provided in the 1965 Housing Act should be used as soon as they become available. Special FHA mortgage insurance programs for moderate cost rental or sales units, such as the 221 (d) 2, for sales; 221 (d) 3, for rentals; and 220 (h) for cooperatives should be sought in the community. Also, grants and loans for home improvements in Federally-assisted code enforcement areas can help to improve the quality of existing housing and can reduce the need for any relocation as a result of code enforcement.

Richmond's previous relocation experience in redevelopment areas has been very successful, with 96% rehoused in standard living units accessible to public transportation and commercial and public facilities. The fourteen cases that moved to substandard housing refused relocation assistance from the Redevelopment Agency (see Table 7-11). Although there will be an increase in the relocation workload, past experience, the known available resources, and the variety of special programs available to meet critical needs, indicate that Richmond should be able to meet its anticipated residential relocation needs without extreme difficulty.

730 Projected Non-Residential Relocation - Needs & Resources

Table 7-12 identifies the projected non-residential relocation workload anticipated in the next ten years. The great majority of the non-residential relocation will result from the Downtown Redevelopment Project (all non-residential relocation will result from redevelopment or freeway activity). Approximately 90% of the non-residential workload consists of either retail commercial-services or office-professional activities (Table 7-13).

The downtown project is scheduled in such a manner that new business sites will be available within the project area prior to displacement of businesses in the later phases. Vacant space, as shown in Table 7-14, provides an additional resource for relocation. Assuming that approximately the present vacancy rates continue, resources for relocation should be adequate.

Land currently available in the Hensley Industrial Park and land to be made available in the proposed Hoffman project, plus the existing supply of available sites and buildings are expected to be adequate for the small amount of industrial-warehouse relocation. Since there is no "market" for institutional and public real estate and since these activities are extremely individual in nature, it can only be assumed that the relocation service of the Redevelopment Agency will be able to meet the problems of these very few operations.

Table 7-12

PROJECTED TEN-YEAR COMMERCIAL RELOCATION WORKLOAD FOR THE CITY OF RICHMOND BY PROGRAM AND PROJECT

1966-1975

PROGRAM & PROJECT	NUMBER OF COMMERCIAL FACILITIES BY YEAR										
	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	TOTAL
URBAN RENEWAL											
Portal	0	6	12	6	0	0	0	0	0	0	24
Peres Park	0	3	0	0	0	0	0	0	0	0	3
West Nevin	0	0	6	8	18	4	0	0	0	0	36
Hoffman 1st Stage	0	0	2	4	5	0	0	0	0	0	11
Hoffman 2nd Stage	0	0	0	0	0	0	0	10	5	0	15
Downtown	28	28	50	31	28	25	7	0	0	0	197
SUBTOTAL	28	37	70	49	51	29	7	10	5	0	286
FREEWAY											
Hoffman	0	0	0	0	0	0	0	5	5	0	10
GRAND TOTAL	28	37	70	49	51	29	7	15	10	0	296
PERCENT OF TOTAL	9.4%	12.5%	23.6%	16.6%	17.2%	9.8%	2.4%	5.1%	3.4%	0%	100%

TABLE 7-13

DISTRIBUTION OF NON-RESIDENTIAL ESTABLISHMENTS BY TYPES OF BUSINESS

Type of Business	City of Richmond		Relocation Workload	
	Number	Percent	Number	Percent
Retail/Service	2,070	51.7	224	75.6
Office/Professional	988	24.7	47	16.0
Wholesale/Industrial	668	16.7	20	6.7
Institution/Public	276	6.9	5	1.7
TOTAL	4,002	100.0	296	100.0

SOURCE: Richmond Redevelopment Agency

TABLE 7-14

OCCUPIED AND VACANT NON-RESIDENTIAL ESTABLISHMENTS BY TYPE OF BUSINESS

Type of Business	Total		Occupied		Vacant	
	Number	Percent	Number	Percent	Number	Percent
Retail/Service	2,070	51.7	1,882	47.1	186	4.6
Office/Professional	988	24.7	920	22.9	70	1.8
Wholesale/Industrial	668	16.7	624	15.5	44	1.1
Institution/Public	276	6.9	272	6.8	4	0.1
TOTAL	4,002	100.0	3,698	92.5	304	7.5

Sources: City of Richmond Business License Department
Richmond Chamber of Commerce
Riches Research, Inc.) Economic Studies for the
Roy Wenzlick, Co.) Richmond Redevelopment Agency

SECTION
800

Administration of the CRP

800 Effectuation and Administration of the CRP

810 Effectuation of Redevelopment Projects

Richmond, fortunately, has an established urban renewal program with considerable successful experience in undertaking redevelopment projects. Because of this experience and the resultant familiarity of the community with redevelopment, the CRP will not describe in detail all of the necessary steps in the redevelopment process. For the two high priority projects--Portal and Lucas Park--the City as soon as possible should begin preparation of applications for federal survey and planning funds. Simultaneously, the Planning Commission should begin preparation of the necessary "preliminary plans", as required by State law in order to provide a guide for project planning. Upon receipt of the survey and planning funds, the Redevelopment Agency would undertake the detailed project planning leading up to a plan acceptable to the Council. After Council adoption of a plan the Agency could begin the actual carrying out of the project, including land acquisition, clearance, relocation, and eventual re-sale for development.

For the two intermediate range projects--Hoffman I and West Nevin--the City should annually review estimated project costs and priorities in the light of the ability of the City to undertake additional redevelopment. At such time as the City determines that these projects should move forward the established procedures for beginning a redevelopment project would be undertaken.

For the lower priority areas along the proposed Hoffman Freeway right-of-way--Hoffman 2, 3 and 4--which would not be undertaken until work on the freeway was well underway, the City should develop more detailed plans as part of the periodic updating of the CRP. This would include setting of tentative boundaries and re-use of land, determining market demand for land, and estimating costs and financial feasibility.

811 Effectuation of Code Enforcement Programs

The effectuation of code enforcement programs will require establishment of some new procedures by the City, since there is no directly comparable past experience. An application for federal assistance in the Helms-Triangle North Area should be prepared as soon as possible. The process of preparing the application should clarify the financing method for the project, including the related question of staffing. Section 200 of this report contains some discussion on how Richmond can provide its one-third share of the total project cost by means of already planned public improvements. It should be pointed out that, since one of the prerequisites for federal assistance is that the local community continue its present level of operations, Richmond will have to increase its housing code inspection staff to some extent if it uses this program.

For non-federally assisted code enforcement programs, such as recommended for the Pt. Richmond or Rapid Transit Station areas, the City can either attempt to rearrange the workload of present staff so as to permit some degree of geographic concentration, or add one or more inspectors. The additional staff would obviously permit a more effective program and is recommended by the CRP.

Regardless of whether code enforcement programs are federally aided or entirely local in scope the basic policies of the program would be established by the City Council. The basic legal foundation, of course, would be the City's present Housing Code.

820 Procedures for Carrying out Non-Project Recommendations

The CRP includes recommendations for various actions which are related to renewal or community improvement efforts, but which are not in the nature of "renewal projects." Most of these are actions which will follow established

procedures, such as zoning changes, various public works, development of park and recreation facilities, annexations, etc. However, some recommendations are "special cases," outside of the regular channels of City activity. The following section discusses these.

821 Special Studies

The CRP recommends several types of special studies. In order to undertake these the City can either use its own staff, outside consultants or similar assistance, or a combination of these. Where possible the combination approach should be used, since this usually provides a broader knowledge of the problems and also directly involves the City in the development of ideas and recommendations. This is particularly important for the two design studies--Pt. Richmond and the Rapid Transit Station site area--and the study to explore ways of reducing the negative features of the numerous low quality small apartment buildings developed in the Iron Triangle, south side, and certain other parts of the city. This latter study, for example, might be a joint effort of the City and a team of experts from a university, foundation, or non-profit group such as ACTION, Inc. (American Council To Improve Our Neighborhoods) or the Urban Land Institute. Also, it might be carried out as a joint effort with other cities in the area similarly affected. The fourth "special study" pertaining to improving the attitude of lenders toward Richmond and particularly toward certain parts of the City, will require some kind of joint effort involving all affected groups, including property-owners, lending agencies, real estate brokers, and the City itself. For any of these studies, of course, any use of personnel outside of the City staff and involving spending City funds will require City Council approval.

822 Administrative Actions

Several CRP recommended actions call for administrative actions which can be effectuated within the present framework of the City government by action of the Council or City Manager. These include the critical steps for establishing a central data bank (see Section 830, below, for a detailed discussion of this); initiation of long-range financial planning for the City; re-establishing adequate staff support for the neighborhood council program; and developing a uniform relocation policy with a centralized service, possibly in conjunction with the relocation services of the Redevelopment Agency.

823 Changes in City Administrative Structure

One of the general conclusions reached by the CRP in regard to recommendations was that they could be carried out without immediate major change in the City's administrative structure. However, if the City undertakes all of the actions recommended by the CRP it will be involving itself in the complex problems of urban development to a much greater extent than previously. This, of course, would simply reflect the general increase in concern as the country becomes more and more urban.

At all levels people are analyzing problems and attempting solutions in such areas as elimination of physical blight, transportation, revenue and taxation, population changes, position of minorities, economic shifts, beautification, etc. The creation of a cabinet level Department of Housing and Urban Development, the Housing Act of 1965, the "War on Poverty," and numerous other actions reflect this concern at the federal level; the creation of a new State Department of Housing and Community Development to aid local communities reflects it at the State level; the increasing literature and research, especially be private industry groups, reflects the general public concern. Local governments, which are the most directly concerned with these problems, have responded with a wide range of policies, programs and administrative realignments. As Richmond increases its efforts to cope with the problems in transportation, housing, economic shifts, minority

groups, land development, and many other areas, the need for coordination within the City itself and between the City and other agencies increases. Some one person or office has to "stay on top of" the changing situation in regard to plans of various public agencies, programs of state or federal assistance, and the numerous private developments or actions. Such a position must have the stature to deal effectively with these many organizations or people and must be close to the central executive power of the City. Various administrative arrangements have been developed, such as departments of urban or community development (San Leandro, for example); an Assistant City Manager for Plans and Programs (as in Berkeley); or "development coordinators" (in many cities). Each arrangement has its pros and cons. The CRP makes no specific recommendation, as this is a policy decision for the Council and the City as a whole; it only suggests that Richmond should review the organizational requirements to deal with this matter and work out a system which meets its needs. Richmond's problems, and opportunities, are almost certain to multiply, not decrease, and the City can ill afford to be poorly prepared to meet them.

830 Establishment of a City Data Bank

831 The Data Bank Concept

A data bank within the concept used here is a centralized data storage system which provides a wide range of users with rapid access to data. It implies the use of automatic data processing (ADP) through equipment such as punched cards, magnetic tape and high speed computers. In thinking about a data bank and use of A.D.P. for a city, the word "system" should be emphasized, for unless a city's method of collecting and storing data is unified by a system, a central data bank will become an expensive toy.

Hearle and Mason classify data used by a governmental unit into two categories, the first describing the environment in which the government operates, and the second relating to the operations of the government itself.(1) Although there is no practical reason why data needed for the City's internal operations such as payroll or budget preparation could not be processed through the central data bank, it is mainly the environmental category of data that we are concerned with here.

In describing the approach to establishing a data bank, Hearle and Mason postulate that a city or similar government unit collects data primarily about two things, people and property.(2) They point out that although different departments within a governing body collect, store, and use data for a specialized need, the basic data relate to two classes of objects, people and property. Although one department may have a different use for a set of data, it collects many of the same facts that are collected by another. To illustrate, a City Assessor collects data on the location, physical characteristics, and value of property. The public works, planning, and fire departments also collect data on the location and physical characteristics of property. A City Assessor collects names and addresses of property owners; the Police Department collects names and addresses of people of interest to that department; the Recreation and Parks and the Library departments collect names and addresses of people who register for recreational facility and library uses. Each department is duplicating a great deal that is done by another department. If there existed in a highly accessible location all the data that any department needed about each parcel of land and each person in a city, the departments could pool their data gathering efforts and could use the total

---

(1) Hearle, Edward F. F. & Raymond J. Mason, A Data Processing System for State and Local Governments. Englewood Cliffs, New Jersey, Prentice-Hall, Inc. Pg.30

(2) Ibid.

resources of the data bank to develop whatever information each needed. The City would be spared the cost of the expensive duplication of specialized data gathering and storing activity that the individual departments now incur. Additional benefit would accrue to the various departments through their ability to develop information not obtainable under present data gathering and storing methods.

The establishment of a central data bank for a city does not imply the centralization of any departmental functions, nor does it imply a restriction on data gathering operations to fill a department's specialized needs. However, as pointed out by Hearle and Mason, the bulk of data collected by a department is what they term "common data", or data collected by other departments.(3) Generally department heads within organization fear loss of complete control of data gethering functions for two reasons: data gathered by others will be either insufficient or not timely. It should be emphasized in any study to improve the data gathering and storing functions of a city that decision making powers of various departments would remain with the department, and rather than be attenuated would be augmented through the possession of better information.

832 Experience of Alexandria, Virginia

Within the past year the City of Alexandria, Virginia has established a city data bank of the type discussed in the foregoing paragraphs. Reports of the design and functioning of this data bank are presented in recent periodicals, however, some comments about Alexandria's experiences are in order here.(4)

Alexandria has two master files: a Street Section File containing data about blocks and intersections in the city, and a Parcel File containing data about parcels of land. The city does not have a master file on persons, the data on persons being keyed to the Parcel File. The Street Section File contains 120 items of data about each block and street section. These data give the identification, structural characteristics, use, and intensity of use. A complete list of all items is given in Appendix C. The Parcel File contains 91 items identifying the parcel by location and ownership, and giving a host of data on such characteristics as size, use, street frontage, slope of land, etc. This file also describes the structures on the parcel, giving size, use, type ofconstruction, year built, condition, etc. The Parcel File also describes the activity occurring, the amount of floor area devoted to each activity, and the number of persons employed on the premises. A complete list of the 91 items is also found in Appendix C.

Alexandria's data bank has been in operation for less than a year, and obviously cannot supply the ultimate answers in data bank design. The City Manager of Alexandria reports very favorably on its functioning, however.(5) He cites use of the bank to answer quickly a question such as the acreage of all peoperty within a given distance of point "X" that is classified for a particular zone. Others reporting on the Alexandria data bank cite its use for such diverse applications as evaluating the city's major traffic hazards, computing the optimum labor force to employ on the city's grounds

---

(3) Ibid.

(4) Parker, John K., "Operating a City Data Bank," Output, June 1965, Chicago, Illinois, Public Automated Systems Service.

Hair, Albert M. Jr., "EDP Offers Key to Information in City Hall," Public Management, Vol, XLVII, No. 4 (April, 1965), Chicago, Ill. Journal of the International City Managers Assoc.

(5) Hair, Op. Cit.

upkeep, and identifying the areas of the city in need of increased police protection.(6) Some lessons learned by those who have been active in establishing and operating Alexandria's data bank are:

(A) The data bank should be established to meet completely at least one major information need of the city. If this is not the case the departments will find it necessary to retain fragments of their old systems thereby maintaining an expensive duplication. (Alexandria's data bank provides all information needed for real estate tax billing, major planning and urban renewal studies, and for street maintenance programming.)

(B) No data should be included in the bank which cannot be kept current through a department's routine operations.

(C) It is not necessary for a city to wait until all data can be incorporated into the system before setting up a data bank. The data bank should be designed to serve present known needs. New uses will become evident as departments become familiar with the advantages of the data bank, and new data can be incorporated into the bank as needed.

833 Technical Problems

The establishment of a city data bank faces technical problems as well as organizational ones. One such problem is the conversion of street addresses to a parcel identification system. There is a wealth of data available from such sources as utility companies, the postal service, the telephone company, and real estate groups, but these data are keyed either to a street address system or a land parcel system, rarely both. On the other hand, much of the data on land character and use in city files is keyed to a parcel numbering system. To cross index street addresses and parcel numbers is a formidable task if one uses hand methods, and until recently a satisfactory method of accomplishing the cross indexing automatically had not been developed. The Urban Center of the University of Washington reports the development of such a method.(7) An explanation of procedure is beyond the scope of this discussion, but the report of the University of Washington is on file in the Richmond Planning Department.

Another technical problem that must be overcome is the development of a land use code which will be both comprehensive and practicable. This problem has been solved for individual cities and some counties, but it needs to be solved on a statewide or regional basis. The most promising solution to this problem is presented in The Standard Land Use Coding Manual of the Housing and Home Finance Agency and the Bureau of Public Roads.(8) Since mutual compatibility of systems between cities or between a city and region or state are highly desirable when setting up a land use coding system, The Standard Land Use Coding Manual could and probably should be used unless overriding considerations prevail.

---

(6) Parket, Op. Cit.

(7) Dial, Robert B., Research Report No. 1, Street Address Conversion System, Seattle, Washington, Urban Data Center, University of Washington, 1964.

(8) Housing and Home Finance Agency and Bureau of Public Roads, Standard Land Use Coding Manual, First Edition January 1965, Washington, D.C.;U.S. Government Printing Office

Those intimately involved with technical capabilities of computers and other "hardware" of data processing report that all technical problems of that nature have been solved. Availability of computers and the cost of using them must be considered, of course. Availability of equipment and proces for leasing are changing continually, so there is little value in attempting to anticipate detailed costs for operating a data bank. Alexandria, Virginia reports very low costs for actual computer time; scattered reports from the few governmental agencies that have set up data processing indicate that the cost is equal or greater than that of using hand methods. They counter this report, however, with the statement that there is a large total gain to the government through better information.

834 General Experience of California Governmental Units

Many city and county governments in California use ADP to some extent although they limit it for the most part to accounting and bookkeeping operations. To name several that are using ADP as a tool for the kind of information generation discussed here we have Contra Costa County that has much of the assessment data on tape, Santa Clara County that has all land use data on tape, and City of Los Angeles that has much of the external data collecting activity organized in accordance with the data bank concept. Of the three mentioned here, Los Angeles is probably closest to having a real data bank. The City of Southgate in the Los Angeles area is setting up a city data bank through the assistance of the HHFA & UCLA. The experience gained by Southgate should be of value to small and medium sized cities in setting up a similar system.

At the state level there is also an increased interest in data bank development. Recently the State of California contracted with Lockheed Missiles and Space Company to study the problem.(9) The Lockheed Report recommends that a Statewide Information System be developed as a federation of organizational computer centers tied together by an Information Central and operating within a framework of compatibility rules. If this recommendation is carried out it will mean that the state will rely on the local governments to provide the basic system, the state providing the linkage between cities. At a recent meeting of the League of California Cities the problem of city data banks was discussed. The concensus of the experts present was that radical technical change in the computer field is unlikely, and that cities can begin developing their data banks without fear of their work being rendered obsolete through subsequent technical improvements.(10)

835 Data Collecting and Processing within Richmond's City Government

Of the departments of the City of Richmond the following collect and store data concerning the city on a major scale: Planning, Assessor, Police, Fire, Public Works, Recreation and Parks, and Health. The Finance and Personnel departments also collect and store data, but most of it is internal to city government. The following is a general description of the kinds of data each department except Finance and Personnel collects:

Planning Department:

(A) Zoning classification and boundaries of all zoned districts.

(B) Planned use of all land within planning area of city.

(C) Present and projected population by districts and census tracts.

---

(9) Lockheed Missiles and Space Company, State of California Information Study, LMSC Y-82-65-3, "City-State Information Flow", June 9, 1965.

(10) League of California Cities, 67th Annual Conference, Oct. 10th-13th, San Francisco, Calif. Panel Discussion "Computers & The Survival of Local Government.

(D) Location, size, use, and condition of structures by block inspecial study areas.

(E) Location and use of publicly owned land and improvements.

(F) Location and principal activity of non-residential establishments for selected areas of the city. Data includes number of employees, area of land in use, etc.

Assessor's Office:

(A) An inventory by lot of all real property in the City. This inventory includes a legal description of the lot, ownership, value, use, description of improvements, and much other data needed by the Assessor. The inventory includes a location code for every lot and/or parcel. This permits rapid, manual identification of its relative position in the city. The Assessor's data is recorded by hand on 10" x 14" cards and in large ledger books.

Police Department:

(A) This department maintains a card file containing detailed data on crimes committed and persons arrested. This file contains such data as nature and location of crime, and the personal history of persons involved.

(B) The address and type of activity of all places of business inspected to determine compliance with laws.

Fire Department:

(A) A file of all reported fires containing such data as address of fire, size and type of structures involved, extent of damage, cause of fire, etc.

(B) Location of all fire hydrants in the city.

(C) An inspection report on all dwellings and non-residential structures inspected during the year. The report contains such data as address of structures inspected and nature and extent of fire hazards observed.

Public Works Department:

(A) The street address, size, year built, details of construction, and much other data for all structures built within the past 25 years. Similar data exists for all structures that have been altered, moved, or demolished during the past 25 years.

(B) The number of living units situated within certain geographical boundaries.

(C) A list of commercial and industrial buildings showing the number of plumbing fixtures in each.

(D) Inspection reports of residential units in selected areas. These reports give the address, condition, etc. of residential units that are inspected for housing code compliance.

(E) The location, width, length, pavement details, etc. of all city streets and sidewalks.

(F) The location and construction details of all sewers.

(G) Technical data of grade separations, traffic control devices, etc.

Recreation and Parks Department:

(A) The name, address, and other personal data for all persons who register for the many organized activities of the Recreation and Parks Department.

(B) The location and general classification of all street trees in the city.

Health Department:

(A) Reports of extent of pollution of Bay water.

(B) A file of industrial and commercial establishments that are potential polluters of the Bay.

(C) A file of all food establishments giving address, nature of activity, and extent of health hazard for each establishment.

It is readily apparent from a review of the foregoing list of data gathering and storing activities of the various city departments that there is much duplication of effort. For example, an inspection report file of the Fire Department will duplicate a great deal of the data found in the inspection report files of the Conservation Section of the Building Division of Public Works. Departments are continuously recording data about people and property, but there is no standardization of units of measure among the departments, and no department collects all needed data about a particular activity. Each department uses its own system of data recording and its own areal basis. The result of all this is a very high cost in time and effort for one department to use the raw data of another. This was demonstrated at the commencement of the CRP when a careful study was made of all precollected data available among the various departments to see which, if any, were useable. Very little was actually found to be useable, not that it did not have high information content, but the cost of extraction was prohibitive. Another feature of the city's present data collection and storage process is the high degree of manual posting, sorting, and retrieval. In the absence of a management survey to determine accurately the extent of inefficiency that results from present data handling methods one should not attempt to be specific, but two activities that appear to be using a large amount of hand processing in situations that lend themselves to machine processing are the Assessor's Office and the Building Division of Public Works. Each of these activities collects and stores a large amount of data on land and structures. These data, recorded as they are on pieces of paper, serve the respective activity as fairly complete sources for information about isolated items. However, to group items for purposes of comparison and analysis is extremely time consuming and difficult. In short, if one wished to obtain information beyond that which the activity normally uses he would find it in many cases to be as expensive as collecting the data afresh.

Several departments of the city maintain service counters for the purpose of answering questions and interpreting city ordinances to thepublic. At present a citizen wishing to inquire about the assessed value, the zoning district, and the building data for a particular piece of property must visit two counters and talk with personnel from three departments. In some cases it will be necessary for a visitor to discuss technicalities and hence would need to actually visit each of these departments, but in a large number of cases the need to visit the department occurs because the data desired can be obtained only from the three separate departments.

The conclusion one draws from the foregoing is that any effort to develop data bank for the city must be preceeded by a management study to bring the departments into closer interdependence in their data gathering and storage .

836 A Proposal for Richmond

The first question to consider is whether Richmond should undertake the establishment of a data bank. If this question is answered in the affirmative, the next question is "how" and "when." To answer the first question one must look at events beyond the city boundaries as well as the situation within the city. From the nature of discussions that are taking place at the state level, and from the experiences of cities that are establishing data banks, there is a clear consensus that there will be increased reliance on ADP in the future. Although data banks do not yet pay for themselves directly in lower costs of city government, they pay for themselves many times over in better information which in turn leads to better decisions, which in the long run represent savings.

Richmond has several factors in its favor as a logical candidate for establishing a data bank. These are:

(A) Richmond is big enough and complex enough to have a wide range of problems.

(B) The rate of change in Richmond is not so rapid as to create extreme frustration in maintaining the data bank, once started (data will not become stale too rapidly).

(C) The city is large enough to support a size of city government that has the resources to collect and maintain the data. All management components needed to make effective use of ADP are on hand; i.e., the city is well organized to cope with all types of city problems.

(D) There already exists in the Finance and Police departments some experience in the use of data processing. At the present time there is a small staff of the Finance Department employed in key punching and billing type operations. The Planning Department gained considerable experience in the kind of data processing that would be required in setting up a data bank when this department used data processing for development of the deficiency scores for the CRP.

Before discussing the steps that should be taken to establish a data bank for the city, certain assumptions need to be made. These are:

(A) The state will initiate a state-wide information system of the type proposed by the Lockheed report. If as recommended in the Lockheed report, the state utilizes the capabilities of local governments to develop a mutually cooperative system there should be some financial assistance available to those cities to contribute to the state system.

(B) There will be a uniform land use classification system developed on a state-wide basis.

(C) There will be an increase in ADP throughout the Bay area, and a continued increase in availability of computer equipment which can be leased.

No argument in defense of the first two assumptions is advanced here other than the knowledge that the state did initiate a study to determine its information needs, and the report of that study recommends immediate action to develop a state-wide information system. Any state-wide system based on categories of land use and involving other governmental jurisdictions must utilize a mutually compatible land use code. The third assumption is based on knowledge of current trends in the use of automatic data processing within industry. While there appears to be little doubt that the preceeding assumptions are valid,

there is a problem of assigning a time schedule for execution. This is estimated to be between two and five years, with three years as the most probable time lapse between the present and the earliest that the state could have an operable system. If the state adopts the Lockheed report and the 1966 Legislature votes the appropriation to develop the state-wide information system, the state could complete its preliminary work within a year and be in a position to participate in local data banks by January 1968.

There are several courses of action open to Richmond varying from a complete "do nothing" to an immediate embarkation on a city data bank. Quite obviously neither of these two extremes offers the best approach, the former offering no opportunity to improve the present situation; the latter being unrealistic. The city should have as a goal the ultimate development of a data bank and the utilization of ADP for storage and retrieval of data, but the establishment of the data bank can be taken in steps such that the city benefits the most from the activities of others. The steps that should be taken are fairly easy to determine, but the timing of these steps beyong that of simple sequencing will depend on the rapidity with which the state proceeds.

The following are the steps recommended:

(A) The Manager's office should investigate all data gathering activity to determine in detail what data are being collected, who is responsible for the collecting, and what duplication and waste effort exists.

(B) The city should employ a management consultant to review the decision making process within the city government to determine the kinds of decisions each level of management is responsible for and the information needed to make decisions. This study would include all departments of the city and preferable the council and its various boards and commissions.

(C) As an extension of step (B) there should be a determination of the data which would be required to provide the various levels of government with the necessary information, assuming the availability of ADP (data is processed to produce information).

(D) From steps (A) and (C) determine the additional data required to satisfy the information demand.

(E) The data collecting and storing activities of the departments should be organized to eliminate duplication and to insure that the most effective use is made of personnel assigned to data collection and storage functions.

(F) Establish a parcel identification and land use code compatible with that adopted by the state, county, or region, whichever is most appropriate at the time.

(G) As rapidly as possible update all data which are critical to the operation of a city data bank. Although the city would still be using hand methods of processing data and might expect to use hand methods for an indefinite time, all data should be= recorded in such a way as to minimize the cost of conversion to machine type records.

(H) At the appropriate time, depending on developments within the region and state, set up the city data bank and enter into necessary contractual agreements for use of electronic data processing equipment.

The sequence outlined in the foregoing offers the advantage of introducing some improvement in management efficiency at each step. As has been pointed out by those experienced

in data processing within city governments, one drawback to effective use of data processing, data banks, and all of the other sophisticated devices is the failure of management to take full advantage of the improvements. By beginning with management and building a data bank system to meet its needs, this handicap can be avoided.

840 Program Continuation and Updating

841 The expectation that the CRP is to be a continuing program with annual review and updating is stated clearly in Local Public Agency Letter 276 of the Urban Renewal Administration. Paragraph 5 of Local Public Agency Letter 276 has this to say regarding the program for renewal action:

> "...Important elements of the program for renewal action are:
> c) Development of techniques and organization for continuing revision and updating of the CRP, including provisions for the gathering and analysis of pertinent data and for revising or extending the action program as progress is made toward achieving CRP objectives."

This obligation to treat the CRP as an on-going process rather than a "one-shot" plan is a condition of the contract between the Federal Government and the City of Richmond for preparation of the CRP. Section 2 states:

> "The program....shall consist substantially of....development of a system and the necessary organization for periodic updating of blight data; ...."

Behind the foregoing requirements is the realization that a program for urban renewal must be prospective to be effective, and that the rapidly changing situation within a city can render obsolete a program for renewal that is not maintained on a current basis. Data upon which the recommendations of the CRP rest should be reviewed continually for validity. This does not mean necessarily that new data gathering programs should be conducted. It does mean a periodic sampling in areas of rapid change to determine the amount of confidence that can be placed on the data. The high cost of completely new studies makes the use of updating techniques economical by comparison.

There are two factors worth noting here which support strongly the need for a CRP which is current. The first is the probable continuation of federally assisted renewal programs, particularly with an increased emphasis on non-clearance type renewal. This will call for more subtle measuring of conditions than has been available in the past. This will place a demand for detection of trends before they become obvious, and to detect such trends requires the taking of successive measurements over a time scale of several years. The second factor is somewhat related to the first. It is that the comprehensiveness of the CRP and the scale at which it examines the City makes it ideal for bringing before the public the City's problems and the needed corrective action.

842 Updating of Data

Section 830 discusses the establishment of a data bank. Once a data bank has been established the process of updating it will be a continuous one. Until then there will be no automatic updating of data, and special effort will be needed to provide current data. The following recommendations apply to this interim period before the City has established a data bank:

(a) No attempt should be made to update the special tapes derived for the CRP from County Assessor tapes. The present tapes should be useful for another two years. If special studies are required it would be cheaper and easier to prepare a tape for the area from current County Assessor tapes. The Building Department data, on the other hand, is easy to assemble for updating of the tape and is worth keeping current. The 1960

Census data need not be revised but obviously will become less valuable as it becomes older.

(b) The map books obtained from the County are valuable planning aids and should be kept up to date. Up to date books are maintained in the Richmond office of the County Assessor and could be used to determine those sheets in need of replacement. The replacement sheets can then be ordered by number from the County Assessor at a nominal cost.

(c) The City should keep abreast of developments in the data processing field, particularly those relating to establishing data banks in other California cities. (See Section 830)

843 Collecting New Data

One of the admitted deficiencies of the CRP has been the lack of sociological data for examining the causes of blight. Data of this type that would be meaningful was not available. This is a field of study, however, in which progress is being made on a national scale, and it is expected that future updatings of the CRP will take advantage of this progress. The federally sponsored Economic Opportunity Program now active in Richmond may yield some valuable sociological data on the causes of li blight.

An area of the City about which better information is needed is the large industrial portion (see Section 500, part XIV). Although the studies conducted by the CRP on the industrial areas provided adequate information for the present CRP report, there is a need to learn more about Richmond's industrial complex. This need extends to such questions as how much industrial land of various qualities does Richmond need, and where best should it be situated, or how effectively are the special demands for certain kinds of industrial land being met. The increasing pressure of recreational demands for lands lying along the Bay shore may radically change Richmond's industrial pattern in the coming years. The decisions of Bethlehem Steel regarding the size of its operations at Point Pinole may affect demands for industrial land in other parts of the City and could in time create significant changes in the present industrial land pattern. The data gathering activities of the Chamber of Commerce and the Industrial Development Commission should be scrutinized from time to time to benefit from their activities.

844 Updating the Financial Data

The introduction of fresh knowledge on the financial capability of Richmond to carry out renewal programs will require a new look at the CRP's scheduling of projects. The current schedule for commencement of Iron Triangle renewal projects are predicted on the Downtown Project commencing by mid-1966 and proceeding at approximately the presently scheduled rate. If this schedule is changed appreciably there will need to be a reappraisal of the schedule of the CRP renewal projects.

Elsewhere in this report there is a strong recommendation for long-range financial planning. A responsibility of the CRP annual review and updating is to evaluate the effectiveness of the long-range financial planning and to recommend improvements as needed.

845 Personnel Needs for Updating

Aside from the additional personnel that will be needed to effectuate the recommendations of the CRP there will be the additional effort needed to update the CRP. This will be far more effective if done on a continuous basis rather than periodically. If the updating is pushed aside until a specific time each year there will be the tendency to allow the pressure of other things to override. For the first year of the CRP continuation it is recommended that the full time of an assistant planner be devoted to the CRP. Approximately half of his time could be credited to planning of renewal projects recommended by the CRP, and one half could be credited to data collecting and updating of the CRP proper.

Appendices

RICHMOND CITY PLANNING DEPARTMENT
RICHMOND INDUSTRIAL LAND USE SURVEY

Please fill out the yellow copy - one for each site in Richmond used by your firm - and retain the white copy for your files. When completed, please use the enclosed self-addressed, stamped envelope to return the yellow copy to the Richmond City Planning Department. If you have any questions or comments, please do not hesitate to contact -

Mr. Joseph Barnwell or Martin Vitz
Richmond City Planning Department
City Hall, phone 232-1212, ext. 441

Please note: All information will be kept strictly confidential and only summary data will be released by the department.

COMMUNITY RENEWAL PROGRAM
INDUSTRIAL LAND USE SURVEY

Number____

Date:____________________

Firm name and address:______

____

____

Major activity of firm:______

____

Name and address of parent company, if any:__________

____

____

Please use a separate questionnaire for each of your sites within the City of Richmond. By site is meant a singleparcel or group of adjacent or nearby parcels of land on which the firm's activities take place, including manufacturing, research and development, warehousing, equipment or material storage, waste disposal, etc. For example, a company parking lot across the street from a plant would be included as part of the total site, but a warehouse, if located a block or more from the plant would constitute a separate site.

1. Please give the address of all sites within the City of Richmond used by your firm:

   a. ____________________

   b. ____________________

   c. ____________________

   (Please use a separate questionnaire for each site.)

2. Address of site described in this questionnaire:

   ____

3. At this site do your firm's operations include:

Yes	No	
( )	( )	administrative and service
( )	( )	manufacturing
( )	( )	research and development
( )	( )	warehousing
( )	( )	wholesaling with stocks
( )	( )	freight terminal facilities
( )	( )	yard storage
( )	( )	retail sales
( )	( )	other (please specify) ____________________

4. What is the status of your site ownership?

Own all of site ( )
Own part of site ( )
Own none of site ( )

5. If you do not own all of site, please give name and address of owner(s). (If ownership is partial, please describe extent of ownership.)

____

____

6. Has there been a major expansion of either the original floor area or site area in active use at this site? (Major expansion is an increase of more than 50% or more than 5,000 square feet either by construction, lease or purchase.)

Yes ( ) No ( )

If yes, indicate the most recent date such expansion was completed.

Before 1940 ( ) 1940-49 ( ) 1950-59 ( ) 1960-date ( )

7. What is the total land area of this site? (Exclude land held for expansion or land which has been leased out to other activities. There may be some confusion in respect to land which is serving multiple purposes; for example, land which serves as an essential buffer strip but which has been leased out for other purposes. In such cases, use the criterion that if the land is essential to your operations it should be listed. If you share a site with another activity in such a manner that no sharp distinction can be made between the portion under your control and another's, such as could occur in the case of a multiple-story building occupied by several firms, show the land area for the entire site but qualify it by adding the statement "Site shared by others".)

Land area of site: __________ acres or square feet.

8. What was your average total full-time employment in: (this site only)

1963? _____ 1960? _____ 1958? _____ 1954? _____

9. Of the total number of persons employed full-time in 1963, how many usually worked off the site as, for example, salesmen, truck drivers, repair men, etc?

__________ worked off the site.

10. a. If you were redesigning your plant area to accommodate your present production or operation, would you want:

additional site area? _____ less site area? _____
same site area? _____

b. If additional site area would be needed, now much would it be?

______acres or square feet.

10. c. Would the additional area be needed to: (check appropriate spaces.)

- add floor space ( )
- provide outside storage ( )
- provide off-street parking area ( )
- convert to one-story layout ( )
- provide off-street loading area ( )
- other ( ) (specify): ____________________

11. How much off-street parking for passenger vehicles is provided on this site?

_________square feet or number of spaces.

12. Check the appropriate blank or blanks applicable to the disposal of manufacturing wastes from your plant: (Do not include the disposal of scrap by sale.)

- Little or no waste ( )
- Dump in sewer ( )
- Garbage service or other haul away ( )
- Barge to sea ( )
- Dump on site ( )
- Other (specify): ____________
____

13. Indicate by a check in the appropriate spaces what your present situation is in regard to each of the following facilities:

	In use	Available but not needed	Needed but not available	Not available and not needed
a. Railroad siding				
b. Navigable waterway				
c. Adequate adjacent land for expansion				
d. EastBay Mun.Util. Dist. water for production purposes				
e. EastBay Muni.Util. Dist. water for personnel use				
f. Salt water				
g. Sanitary sewer				
h. Major street				

14. Please indicate your plans for future operations at this site and check the appropriate indication as to the certainty of your plans:

- a. expand site area ( )
- b. decrease site area ( )
- c. discontinue at this site ( )
- d. no change in site area ( )

- very definitely ( )
- probably ( )
- don't know ( )

15. Assume that you decide to expand or relocate your plant, selecting a new site. Would prefer a site in Richmond?

Yes ( ) No ( )

If "yes", what relative importance would you attach to each of the following factors in deciding between alternate sites within the city?

	Primary Importance	Secondary Importance	Not a determining factor
a. Cost of land			
b. Availability of adequate land for expansion (10 years.)			
c. Rail access			

	Primary Importance	Secondary Importance	Not a determining factor
d. Near freeway			
e. Near major thoroughfare			
f. Near deep water dock facilities			
g. Near downtown business district			
h. Near other business district			
i. Near other manufacturing or service process			
j. Near your own retail outlet, if any			
k. Prestige of location			
l. Remoteness from residences			
m. Availability of sewer			
n. High bearing capacity soil			
o. Good drainage			
p. Other (please specify)			

q. Whom should we contact in regard to this questionnaire?

Name: ______________________________

Position: ______________________________

Address and phone: ______________________________

APPENDIX B - Description of Final Block Penalty Score Indices

A brief explanation is necessary for an understanding of the block measurement system developed by the CRP staff and some of the terminology connected with it. For a more detailed discussion see the three earlier reports on Phases I, II, and III of the CRP, available for review in the Planning Department.

In developing the CRP a number of possible indications of blight or renewal problems were proposed. These were then reviewed and those which seemed most useful were selected. These, in turn, were given a weighting factor by a 5-man advisory citizens' committee after extensive field review of the actual conditions measured. A description of the indices used is given below:

1. Average Assessed Value per Dwelling Unit - By Block

   Weighting Factor: 4.00
   This index, considered the most important by the citizen panel, consists of the total assessed value of residential land and improvements in the block divided by the number of residential units in the block.
   Source: Contra Costa County Assessor's Office
   1963-64 data

2. Lot Area Deficiency in Residential Blocks

   Weighting Factor: 0.90
   Lot area deficiency is a measurement of the extent to which present lot areas fall below the minimum lot area indicated in the General Plan as desirable for the area.
   Source: Richmond City Planning Department

3. Percent of Land Area of Block in Bare Land

   Weighting Factor: 1.00
   Self-explanatory.
   Source: County Assessor's Office and Richmond Planning Department

4. & 5. Percent of Non-residential Floor Area in Block in Mid-life or Older; & Percent of Non-residential Floor Area in Block in Retirement Age

   Weighting Factors: 0.25 and 0.50 respectively
   These two indices measure the extent of structure obsolescence, based on whether the building has exceeded half or all of its estimated useful life as determined by the County Assessor.
   Source: County Assessor's Office.

6. & 7. Percent of Non-residential Floor Area in Block in Poor Condition; & Percent of Non-residential Floor Area in Block in Fair Condition

   Weighting Factors: 1.00 and 0.30 respectively
   These two indices are based on County Assessor classification of building condition as good, fair, or poor.
   Source: County Assessor's Office.

8. Percent of Non-residential Floor Area in Block Vacant

   Weighting Factor: 0.70
   Non-residential vacancy as measured in a special May, 1964 survey.
   Source: County Assessor's Office and Richmond Planning Department

9. Deficiencies of Streets, Sidewalks, Curbs and Gutters, and Traffic Accommodation

Weighting Factor: 0.25 for all items combined
This index represents a composite of five factors. The percentage of the total perimeter of each block deficient in each of these factors was computed by the Public Works Department. These percentages were then used as the basis for the composite index.
Source: Richmond Department of Public Works

10. & 11. Degree of Activity Misplacement - according to value of occurrences; and Degree of Activity Misplacement - according to number of occurrences

Weighting Factor: 1.50 for each
These related indices measure the conflict between different land uses. They are based on a rather complex scale of penalties assigned by the citizens' advisory panel to various types of conflict, ranging from 0 penalty for compatible uses such as public open space in residential areas to a penalty of 14 for conflicts such as heavy industry in single-family areas. In order to obtain a more balanced picture both number of occurrences and assessed value of conflicting uses were measured.
Source: County Assessor's Office and Richmond Planning Department

12. Percent of Unsound Housing Units per Block

Weighting Factor: Not weighted - used separately on Census Block System
This index measured the percent of total housing units per block classified in the 1960 Census of Housing as dilapidated, deteriorated, or lacking some or all plumbing facilities.
Source: 1960 U. S. Census of Housing

APPENDIX C - Alexandria (Virginia) Databank
Courtesy City of Alexandria, Virginia

PART I: ITEMS INCLUDED IN PARCEL FILE

Data Item No.	Name	No. of Characters	Department
	Parcel Data Items		
101	1. Databank Parcel Number (Key)	8	Machine Records
102	2. Account Number	7	Machine Records
103	3. Land Value	7	Assessor & Mach.Rec.
104	4. Improvements Value	7	Assessor & Mach.Rec.
105	5. Total Value	8	Assessor & Mach.Rec.
106	6. Tax Exempt Status	1	Assessor & Mach.Rec.
107	7. Legal Description	64	Assessor & Mach.Rec.
108	8. Parcel Address	34	Assessor & Mach.Rec.
109	9. Assessor Parcel Number	30	Assessor & Mach.Rec.
110	10. Owner's Name	30	Assessor & Mach.Rec.
111	11. Owner's Mailing Address	34	Assessor & Mach.Rec.
112	12. Assembly Number	8	Planning
113	13. Census Tract	2	Planning
114	14. Census Block	2	Planning
115	15. Enumeration District	3	Planning
116	16. Planning District	1	Planning
117	17. Business District	2	Planning
118	18. Virginia Renewal Project Number	3	Planning
119	19. Neighborhood	2	Planning
120	20. Historic District & Building Code	1	Planning
121.	21. Fronting Street	9	Planning
	Parcel Data Items (Cont.)		
122	22. Abutting Street No. 1	9	Planning
123	23. Abutting Street No. 2	9	Planning
124	24. Abutting Street No.3	9	Planning
125	25. Presence of Off-Street Loading	1	Planning
126	26. No. of Off-Street Parking Stalls (Outside)	3	Planning
127	27. No. of Inside Parking Stalls	3	Planning
128	28. Mixed Land Use Code	1	Planning
129	29. Predominant Land Use Code	4	Planning
130	30. Comprehensive Plan Use	3	Planning
131	31. Fire Inspection District	1	Fire
132	32. Fire Response Territory	1	Fire
133	33. No. of Pre-School Children	3	Schools
134	34. No. of Private School Children	3	Schools
135	35. No. of Parochical School Children	3	Schools
136	36. No. of Public School Children	3	Schools
137	37. Elementary School I.D.	1	Schools
138	38. Intermediate School I.D.	1	Schools
139	39. High School I.D.	1	Schools
140	40.* No. of Persons in Adult Education	2	Schools
141	41.* No. of High School Dropouts	2	Schools
142	42. City or Private Trash Collection	1	Public Works
143	43. Delinquent Real Estate Tax	2	Finance
144	44. Public Property Code	2	General Serv.
145	45. Parcel Area	7	Assessor
146	46. Average Parcel Width	4	Assessor
147	47. Average Parcel Depth	4	Assessor

Parcel Data Items (Cont.)

Data Item No.		Name	No. of Characters	Department
148	48.	Parcel Frontage	4	Assessor
149	49.	Parcel Frontage on Abutting Street No. 1	4	Assessor
150	50.	Parcel Frontage on Abutting Street No. 2	4	Assessor
151	51.	Parcel Frontage on Abutting Street No. 3	4	Assessor
152	52.	Current Zoning (Predominant)	3	Assessor & Planning
153	53.	Date of Last Sale of Parcel	4	Assessor
154	54.	Sales Price	7	Assessor
155	55.	No. of Dwelling Units This Parcel	4	Assessor
156	56.	Presence of Swimming Pool	1	Assessor
157	57.	Fire District One	1	Planning
158	58.	Special Use Field	2	Other
160	60.	Transaction Date	4	Other

TOTAL PARCEL CHARACTERS 393

Building Data Items

Data Item No.		Name	No. of Characters	Department
361	1.	Structure Number (Key)	2	Planning & Assessor
362	2.	Structure Condition	1	Planning
363	3.	Vacant Code	1	Planning
364	4.	Fire Sprinkler System	1	Fire
365	5.	Use of Building	1	Assessor
366	6.	Frontage of Building	3	Assessor
367	7.	Depth of Building	3	Assessor
368	8.	Number of Floors	2	Assessor
369	9.	Ground Floor Area	6	Assessor
370	10.	Gross Floor Area	7	Assessor
371	11.	No. of Dwelling Units this bldg	3	Assessor

Building Data Items (Cont.)

Data Item No.		Name	No. of Characters	Department
372	12.	Number of Rooms	4	Assessor
373	13,	Presence of Elevators	1	Assessor
374	14.	Year Built	3	Assessor
375	15.	Type of Construction	1	Assessor
376	16.	Exterior Wall Material	1	Assessor
377	17.	Roofing Material	1	Assessor
378	18.	Presence of Full or Partial Basement	1	Assessor
379	19.	Heating System & Fuel	2	Assessor
380	20.	Garage Attached or Detached	1	Assessor
381	21.	Number of Establishments Counter	3	Retrieval Only
382	22.	Special Use Field	5	Other
383	23.	Transaction Date	4	Other

TOTAL BUILDING CHARACTERS 57

Establishment Data Items

Data Item No.		Name	No. of Characters	Department
584	1.	Establishment Number (Key)	4	Planning
585	2.	Floor Number	2	Retrieval Only
586	3.	Establishment Location Code	2	Retrieval Only
587	4.	Space Use Code	4	Planning
588	5.	Establishment Floor Area	4	Planning
589	6.	Number of Employees	4	Planning
590	7.	S. I. C. Code	3	Planning
591	8.	Establishment Name Code	4	Planning
592	9.	Special Use Field	5	Other
593	10.	Transaction Date	4	Other

TOTAL ESTABLISHMENT CHARACTERS 32

TOTAL NUMBER PARCEL FILE ITEMS: 93

* Indicates "Activity" type item which will be accumulated during the year and cleared at the end of the year (calendar or fiscal).

PART II: Items Included in Street Section File

Data Item No.	Name	No. of Characters	Department
801	1. Street or Intersection No. (Key)	9	Public Works
802	2. Beginning & Ending Cross Streets	8	Public Works
803	3. Census Tract	2	Public Works & Plng.
804	4. Planning District	1	Planning
805	5. Business District	2	Planning
806	6. Virginia Renewal Project No.	3	Planning
807	7. Neighborhood	2	Planning
808	8. Classification of Street	1	Public Works
	Traffic		
809	9. Classification of Traffic	1	Public Works
810	10. Traffic Density	1	Public Works
811	11. Direction	1	Public Works
812	12. Mass Transit	1	Public Works
813	13. Signalization	1	Public Works
814	14. Parking	1	Public Works
815	15. Number of Lanes	1	Public Works
816	16. Number of Parking Meters	2	Public Works
	Service Data		
817	17. Year of Last Construction	2	Public Works
818	18. Method of Construction	1	Public Works
819	19. Contract Number	4	Public Works
820	20. End of Life Year	2	Public Works
821	21. Date of Last Resurfacing	4	Public Works
822	22. Type of Resurfacing	1	Public Works

Data Item No.	Name	No. of Characters	Department
	Pavement		
823	23. Right of Way Width	3	Public Works
824	24. Right of Way Variability Code	1	Public Works
825	25. Length of Block	4	Public Works
826	26. Width of Pavement	3	Public Works
827	27. Width Between Curbs	3	Public Works
828	28. Area of Pavement	5	Public Works
829	29. Surface Type	1	Public Works
830	30. Surfact Thickness	2	Public Works
831	31. Surface Condition	1	Public Works
832	32. Base Type	1	Public Works
833	33. Base Thickness	2	Public Works
834	34. Base Condition	1	Public Works
	Curbs & Sidewalks		
835	35. Curb & Gutter Type - Side 1	1	Public Works
836	36. Curb & Gutter Type - Side 2	1	Public Works
837	37. Curb & Gutter Length - Side 1	4	Public Works
838	38. Curb & Gutter Length - Side 2	4	Public Works
839	39. Sidewalk Type - Side 1	1	Public Works
840	40. Sidewalk Type - Side 2	1	Public Works
841	41. Sidewalk Length - Side 1	4	Public Works
842	42. Sidewalk Length - Side 2	4	Public Works
843	43. Median Type	1	Public Works
844	44. Median Width	2	Public Works
845	45. Curb Condition - Side 1	1	Public Works
846	46. Curb Condition - Side 2	1	Public Works
847	47. Sidewalk Condition - Side 1	1	Public Works
848	48. Sidewalk Condition - Side 2	1	Public Works
849	49. Street Sequence Number	4	Public Works
850	50. Lack of Sewer Facilities	1	Public Works
851	51. Surface Flooding	1	Public Works

Data Item No.	Name	No. of Characters	Department
	Curbs & Sidewalks (Cont.)		
852	52. Street or Intersection Name	19	Public Works
853	53. Traffic Capacity	1	Traffic
854	54. Signal Details	7	Traffic
855	55. On Street Loading Zone	2	Traffic
856	56. Bus Stops	1	Traffic
857	57. No. Street Lights - Type A	1	Mechanical Insp.
858	58. No. Street Lights - Type B	1	Mechanical Insp.
859	59. No. Street Lights - Type C	1	Mechanical Insp.
860	60. No. Street Lights - Type D	1	Mechanical Insp.
861	61. No. Street Lights - Type E	1	Mechanical Insp.
862	62. No. Street Lights - Type F	1	Mechanical Insp.
863	63. No. Street Lights - Type G	1	Mechanical Insp.
864	64. No. Street Lights - Type H	1	Mechanical Insp.
865	65. No. Street Lights - Type I	1	Mechanical Insp.
866	66. No. Street Lights - Type J	1	Mechanical Insp.
867	67. Number of Fire Alarm Boxes	1	Fire
868	68. Number of Fire Hydrants	1	Fire
869	69.* Mortality Count	3	Health
870	70.* Birth Count	3	Health
871	71.* Venereal Disease Incidence	2	Health
873	78.* Sanitarian Visits - Housing Hygiene Problems	3	Health
874	74.* Sanitarian Visits - Other Environmental Health Problems	3	Health
875	75.* Nursing Visits - Mother, Infants, Pre-School	3	Health
876	76.* Rescue Calls	2	Fire
877	77.* Fire Alarms - Buildings	2	Fire
878	78.* Fire Alarms - Other than Buildings	2	Fire
879	79.* Initial Estimate of Fire Loss	5	Fire
880	80.* Old Age Assistance	2	Public Welfare

Data Item No.	Name	No. of Characters	Department
881	81.* Aid to Dependent Children	2	Public Welfare
883	83.* Aid to Disabled	2	Public Welfare
884	84.* Emergency Assistance	2	Public Welfare
885	85.* Foster Care Assistance	2	Public Welfare
886	86.* General Medical Assistance	2	Public Works
887	87.* Medical Aid to Aged	2	Public Welfare
888	88.* Other Public Welfare Services	2	Public Welfare
889	89.* Police Radio Calls	3	Police
890	90.* Auto Accidents	2	Police
891	91.* No. of Resident Arrested Persons	2	Police
892	92.* Murder Offenses	1	Police
893	93.* Manslaughter Offenses	1	Police
894	94.* Rape Offenses	2	Police
895	95.* Robbery Offenses	2	Police
896	96.* Felonious Assault Offenses	2	Police
897	97.* Other Assault Offenses	2	Police
898	98.* Burglary Offenses	2	Police
899	99.* Grand Larceny Offenses	2	Police
900	100.* Petty Larceny Offenses	3	Police
901	101.* Auto Theft Offenses	2	Police
902	102.* Forgery & Counterfeiting Offenses	2	Police
903	103.* Embezzlement & Fraud Offenses	2	Police
904	104.* Sex Offenses	2	Police
905	105.* Arson Offenses	2	Police
906	106.* Vandalism Offenses	2	Police
907	107.* Casualty Offenses	3	Police
908	108.* Sudden Death Offenses	2	Police
909	109.* Suicide Offenses	1	Police
910	110.* Attempted Suicide Offenses	2	Police
911	111.* Lost Property Offenses	2	Police
912	112.* Other Part II Offenses	3	Police
913	113.* Arrests - Part I and II	3	Police

Data Item No.	Name	No. of Characters	Department
914	114.* Moving Traffic Citations	3	Police
915	115.* Juvenile Arrests - Part I and II	2	Police
916	116.* Jovenile Arrests - Traffic	2	Police
917	117.* No. of Registered Autos	4	Machine Records
918	118. Special Use Field	5	Other
919	119. Street Lights (Retrieval Only)	-	Items 857-866
920	120. Transaction Date	4	Other
	TOTAL CHARACTERS	273	

* Indicates "Activity" type items which will be accumulated during the year and cleared at the end of the year (calendar or fiscal).

Above lists prepared May 13, 1965

ACKNOWLEDGEMENTS

The Richmond Community Renewal Program was prepared by the staff of the City Planning Department

Participating staff:

Joseph Barnwell, Associate Planner in charge, July, 1963 to December, 1965
Martin Vitz, Assistant Planner, August, 1964 to December, 1965
Gerald Smith, Assistant Planner, September, 1963 to July, 1964
(Mrs.) Theodora Kendall, Planning Trainee, April, 1965 to December, 1965

The following public or private agencies participated in th preparation of the program:

The Citizens Urban Renewal Advisory Committee of the City of Richmond
The Public Works, Finance, Recreation and Parks Departments, the Building Regulations Division, the Offices of the City Assessor and City Manager of the City of Richmond
The Richmond Redevelopment Agency
The Office of the Contra Costa County Assessor
Dela Data Corporation, automatic data processing
Marshall & Stevens, Inc., appraisers and market analysts

File No. Plng. 1101

INSTITUTE OF GOVERNMENTAL STUDIES LIBRARY
109 PHILOSOPHY HALL
UNIVERSITY OF CALIFORNIA
BERKELEY, CA 94720

U.C. BERKELEY LIBRARIES
C101731873